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**SACRAMENTO-SAN JOAQUIN DELTA, CALIFORNIA
HISTORICAL RESOURCES OVERVIEW**

**Prepared by Kenneth N. Owens
Public History Research Institute
California State University, Sacramento**

Contract DACW-0589-P3350

**Department of the Army
Corps of Engineers, Sacramento**

July, 1991

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ABSTRACT

This report presents the results of a detailed archival research effort designed to make a preliminary identification and assessment of potential historical resources located within the Sacramento-San Joaquin Delta region in California.

The principal investigator provides an updated historical overview, incorporating a historiographical summary and a narrative description of historical development within the Delta region. The overview establishes a wide historical context for the analysis of historical resource sites and structures.

The report contains a detailed statement of research procedures and methodological considerations bearing upon the compilation of a historical resources database through the examination of the existing literature and archival records.

A major feature of the report is the publication of the database that has resulted from this study. This database contains 1,609 entries, including 251 land units (sections or partial sections) that contain no sites. For each site entry provides location information, and a classification according to historical type, theme, and era. Each entry also assigns a numerical designation of the "Potential Historical Resource Sensitivity," intended especially to identify resources of known or possible significance.

The report also presents a summary analysis of the patterns apparent in the database, accompanied by a discussion of the database's overall reliability, sources of reporting and statistical bias, and the project's significance for historical knowledge.

The report concludes with a series of recommendations for preserving and maintaining access to the database. It also includes a detailed bibliography of historical literature and map sources related to the Delta region.

Along with a printout of the database, a full set of base maps for the project, compiled on USGS 7.5 minute quad sheets, accompanies the report.

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INTRODUCTION: THE HISTORICAL RESOURCES PROJECT

This report presents the results of an archival study of potential historical resources in the Sacramento-San Joaquin River Delta, a study area determined according to boundaries defined by the Sacramento District of the U.S. Army Corps of Engineers (Map 1). As specified in the Scope of Work statement for the project, the purpose of the study is to develop an updated historic resources overview for the Delta Area of Potential Effect (Delta APE). This overview will be incorporated into an Environmental Impact Study (EIS), designed to identify natural and cultural resources in the Delta APE and to discuss potential impacts to these resources, the appropriate solutions to mitigate or offset adverse potential impacts, and preservation alternatives. The general purpose of the EIS will be to update the 1982 feasibility report and environmental impact statement for flood control in the Sacramento-San Joaquin Delta, prepared by the Sacramento District Corps of Engineers (Department of the Army 1989: 1).

The Sacramento District Corps of Engineers has authorized the study as part of the Section 106 review process of the National Historic Preservation Act of 1966, as amended by P.L. 95-515. This legislation requires the federal agency responsible for an undertaking to begin a standard cultural resources review process by identifying the historic properties that the undertaking may affect. The present archival study will allow the agency, in consultation with the State Historic Preservation Officer (SHPO), to determine what additional surveys or other field studies may be needed, and it will provide background information necessary for the effective conduct of field studies within the Delta APE (Department of the Army 1989: 1).

In July of 1989 the Sacramento District Corps of Engineers contracted with Dr. Kenneth N. Owens, consulting historian, to serve as the principal investigator for this study. Following procedures that are outlined below, Dr. Owens and his project staff have carried out a program of research that has accumulated a total of 1,609 historical resource site entries--including 251 sections or partial sections that contain no actual historical sites--in the project database. This research program has made possible a specific identification for each site entry, many of which encompass multiple properties, and it has provided the basis for an analysis of these entries according to location and criteria of type and function. The research process has also

allowed the principal investigator to categorize each site entry according to criteria of property's potential historical resource sensitivity as indicated by the available documentary sources, without conducting a field examination of these properties.

All work reported here conforms to the governing definitions, criteria, and guidelines under the applicable federal and state laws and regulations, including the National Historic Preservation Act as amended, 36 CFR Part 800, the National Environmental Policy Act of 1969, and the California Environmental Quality Act.

SCOPE OF WORK

For the Delta study area, shown on Map 1, the scope of work statement requires the contractor to provide a historical overview and a "description of potential or sensitivity for historical resources." As specified by the government, the historical overview will contain "a brief summary of historical eras and/or themes found within the study area." This summary, according to the government, will be designed for purpose of site identification, context, and characterization, "and need not include elaboration of unrelated historical events, times, or persons."

In addition, the scope of work statement stipulates that the contractor will identify on the basis of archival sources those resources that are significant or may prove to be significant in accordance with the evaluation criteria for the National Register of Historic Places. The study will incorporate information derived from a previous review of historic resources prepared by the Army Corps of Engineers for the Documentation Report completed in October of 1982.

As a main project task, the scope of work statement requires the contractor to provide a complete inventory of site-specific resources with historical qualities, as indicated by archival source materials. This inventory should be inclusive and comprehensive, identifying all those historical resources that might possibly merit investigation during any future field inventory phase of study.

With this inventory, the scope of work statement requires a summary analysis that describes the number of site-related historical resources and their characteristics. The analysis should include a discussion of the data patterns displayed by these resources.

As indicated in the scope of work statement, the principal investigator has also been asked to develop recommendations for future investigations and for the management of historic resources within the study area.

SITE RESEARCH METHODS AND PROCEDURES

XX: The principal investigator has directed the research methods and procedures for this study toward an examination of the total body of secondary materials, published and unpublished, related to historical sites within the project area. These materials represent the existing accumulation of historical knowledge about the project area. The research plan concentrated first on a cartographic documentation, then turned to the examination of published and unpublished secondary materials that might relate to specific sites.

In keeping with this plan, project research took place according to the phased sequence outlined below.

PHASE ONE: CARTOGRAPHIC DATA RECORDATION

The principal investigator secured a complete set of current USGS 7.5 minute quad sheets as base maps for the study. After drawing the boundaries of the Delta APE on this map set, he and his staff carried out cartographic research in the various repositories indicated in the bibliography of research sources attached to this report. During this cartographic research, the researchers recorded all data directly onto the base maps, with each site coded for map sources by symbol or color and annotated for the type of resource indicated by the cartographic documents.

Working from the base maps, the principal investigator and project staff entered each site or site grouping into a computerized project database, using the Notebook II database management program with a format specifically designed for this project. Each individually named site became a single record entry within the database, while unnamed sites were grouped together by type classification within the appropriate geographical entry unit: township, range, and section for areas that have been mapped by a federal cadastral survey; or township, range, and tract, island, or land grant area for those areas that have never been subject to a cadastral survey.

PHASE TWO: HISTORICAL SITE RECORDATION

The project researchers consulted the established listings of recorded historical sites within the Delta APE and all publicly available records of sites that are historically significant according to National Register criteria, or that are deemed

historically important according to state and local criteria. These listings include all historical properties within the project area that have been recorded in the information centers of the California Archaeological Inventory. They include also the National Register of Historic Places, the file of National Register nominations at the California State Office of Historic Preservation (OHP), and published registries of California Historic Landmarks and designated Places of Historic Interest, along with the records of county and local historical inventories and the site reports produced by the Ethnic Minority Cultural Resources Survey--all available in the OHP files. In addition, William Seidel of OHP prepared a computerized printout of all historically known sites recorded in the OHP master databases as a comparative listing for the purposes of the study. Project staff entered all these listed sites on the set of base maps and added the relevant documentary research information to the study's research records.

PHASE THREE: SEARCH OF PUBLISHED HISTORICAL SOURCES

The principal investigator prepared a comprehensive bibliography of published historical sources related to the study area. Guided by this bibliography, project researchers and the principal investigator examined these sources to find available information on recorded sites. This research process provided specific references to historical sites and to personal data about individuals associated with some of those sites. The principal investigator evaluated this information, adding brief historical notes to the site database and recording all references that might be pertinent to identified sites.

PHASE FOUR: SEARCH OF ADDITIONAL DATA SOURCES

The principal investigator sought additional historical data by contacting or visiting relevant local repositories, including local libraries and archival repositories, and regional university libraries. Information from these sources proved minimal.

HISTORICAL SITE ANALYSIS

After reviewing the data accumulated on the study's base maps and recorded in the project database, the principal investigator developed a format for characterizing each site. This format is related to the concept of a historical site matrix that has received attention from the State Office of Historic Preservation as one basis for a revised state history plan.

In concept, the historical site matrix may be visualized as a very large data spreadsheet, with historical eras marking off the horizontal plane according to a chronologically arranged time line, and with historical themes marking off the vertical plane. The matrix is thus a device for displaying synchronous cultural

elements within each historical era. The specific type of historical site structure or land use associated with the particular theme during the specified era can be entered at the junction of the appropriate columns. Thus for the frontier era, the theme of agriculture might be correlated with such structures as adobe ranch house and corrals. For the pioneer era, the theme of transportation might be exemplified by ferry sites, steamboat landing sites, roads, and bridges. In the recent era, to suggest still another example, the theme of recreation might be associated with boat marinas, meeting halls, roadside tourist facilities, and perhaps even notable historical sites and historic preservation projects that attract the interest of a touring public.

The principal investigator has utilized the matrix concept to compile the pertinent site data. Information on each recorded site has been coded in the computerized database according to a set of symbols that indicate the physical character of the resource, the type of land use that it represents, the historical theme it represents, and the historical era or eras to which it belongs. In addition, the principal investigator has included an assessment of the potential historical resource sensitivity of the site as part of the site data within each record of the database.

The printout of this database, with introductory and explanatory materials, comprises the historical resources inventory required by this project.

With the historical resources inventory completed, the principal investigator also prepared a summary analysis that demonstrates the overall number of sites and their characteristics, and that manipulates the same data to provide an analysis based on two different geographical units: the county areas within the Delta APE, and the separate townships, tracts, islands, or land grant areas represented in the study area.

Finally, the principal investigator has included a discussion of the data patterns demonstrated by the study area's historical resources.

HISTORICAL BACKGROUND

The broad historical context for this study is provided by existing materials in the public domain, principally unpublished and published studies that together constitute a body of historical documentation and interpretation more than adequate for the purposes of cultural resources evaluation. Because of the general availability of these materials, the preparation of a fully detailed history of the Delta region as part of this report would prove an exercise in scholarly redundancy. As described earlier, the government's scope of work statement requires a historical overview that contains merely "a brief summary of historical eras and/or themes found within the study area." This summary overview, according to the government, will be designed for purpose of site identification, context, and characterization, "and need not include elaboration of unrelated historical events, times, or persons."

Going beyond these requirements, the following general discussion of historical writing about the Delta region summarizes the existing state of historical research concerning the Sacramento-San Joaquin Delta region. Along with the summary overview, it will provide other investigators a guide to the literature that should assist future site-specific studies.

HISTORIOGRAPHY OF THE DELTA REGION

Modern historical study of the Sacramento-San Joaquin Delta region began with an important work by John Thompson, his 1957 Stanford University Ph.D. dissertation entitled "The Settlement Geography of the Sacramento-San Joaquin Delta, California." Completed in Stanford's Department of Geography and never published, this excellent monograph serves as a general history of the Delta country, setting a high standard of scholarship for later researchers. The author's emphasis on environmental conditions and the interaction between geography, land use, and settlement patterns give his account a distinctive character as an environmental history, predating the environmental concerns that have more recently received the attention of California and western historians. With a coverage that extends from the earliest period of Euro-American exploration and settlement in California down to the mid-1950s, Thompson's work establishes a chronological framework and a descriptive structure that has fundamental importance for all later considerations of historical development within the Delta region (Thompson 1957).

A well-written general history of the Delta completed in 1982 by Richard Dillon, an well-known California historian, can share honors with Thompson's study as a basic work. Based mostly on secondary sources and not as technical as the Thompson volume, Dillon's narrative--published with the title Delta Country--provides a comprehensive coverage that features the individual personalities and family groups who have given Delta society much of its stability. Like Thompson, Dillon also gives due attention to the ethnic communities lending variety and interest to Delta history. In addition, the author describes a representative group of buildings--homes and other structures--important among the region's historical sites. Some of these structures appear in the striking photographs by Steve Simmons that accompany Dillon's text in the published volume (Dillon and Simmons 1982).

Before the appearance of these two major accounts, the history of the Delta region had remained a fragmented topic, to be pieced together from county histories and other local publications. These earlier volumes remain important for the detail they provide with respect to specific localities, sites, and individuals associated with the Delta's development. Since few of the county histories and other earlier accounts are annotated in ways that suit contemporary standards of research documentation, they must be examined with a plentiful supply of scholarly skepticism; yet by and large they prove reasonably accurate on points that can be independently authenticated (Barber and Baker 1950; Contra Costa 1939; Contra Costa County Historical Society 1952; Fraser 1879; Gilbert 1879A, 1879B; Gregory 1912; Historic Record Co. 1926; Hulaniski 1917; Hunt 1926; Lewis 1890A; Lewis 1890B; Purcell 1940; Reed 1923; Russell 1940; Slocum 1882; Smith and Elliott 1878; Tinkham 1923; Willis 1912; Wright 1880).

Since the completion of Thompson's study and even more since the appearance of Dillon's account, Delta history has attracted a score of other writers who demonstrate a mixture of interests and a wide variation in the depth of their research. One group of studies deals with specific localities: Delta towns or other places thought important by the authors. Two fine examples are the historical description of the Augusta Bixler Farms on Union Island by William Hyde Irwin, published in 1973, and the history of Clarksburg by Shipley Walters, published in 1988. Among other publications, books by Elise Benyo, Sue C. Boysen, Idella Church, Kathleen Graham, Jean Harvie, and Steven M. Shine, articles by Janet Lokke and Allen Castle, and cultural resources reports by Frank Lortie also fit into this category (Benyo 1972; Boysen 1964; Church 1959; Graham 1982A, 1984; Harvie 1980; Lokke 1980; Castle 1980; Lortie 1980; Shine 1978). Essential for the study of specific locations is the newly revised edition of Historic Spots in California (Hoover 1990).

Another type of Delta-related history is found in the diverse works relating to the Chinese and members of other non-white

ethnic groups who have a historical association with the region. Articles by Daniel Arreola, Sucheng Chan, George Chu, Jean Rossi, and Christopher Yip, and books by Jeff Gillenkirk and Peter Leung all emphasize the contributions of Chinese workers to the success of Delta reclamation projects and farming (Arreola 1974; Chan 1984A, 1984B; Chu 1970; Rossi 1976; Yip 1978; Gillenkirk 1987; Leung 1984). Far more ambitious in research is Sucheng Chan's careful economic and social investigation, This Bittersweet Soil: The Chinese in California Agriculture, 1860-1910 (Chan 1986). Sylvia Sun Minnick's account of the Stockton Chinese, Samfow: The San Joaquin Chinese Legacy, also contributes to our understanding of the development of Chinese activities in the Delta region (Minnick 1988). Context is provided by Gunther Barth's broadly researched volume, Bitter Strength: The Chinese in America, 1850-1880, and by the extremely perceptive recent volume by Roger Daniels: Asian Americans: Chinese and Japanese in the United States since 1850 (Barth 1964; Daniels 1988; see also Bristol-Kagan 1982; Chan 1984A, 1984B; Chiu 1963; Daniels 1966; Takaki 1989). In addition, site-specific documentation can be found in the series of unpublished reports prepared for the Ethnic Minority Cultural Resources Survey sponsored by the California State Office of Historic Preservation in 1979-1980. The authors of these reports include Cathy Ariki, Joseph A. Pitti and Antonia Casteñeda, and Nancy Way (Ariki 1979; Pitti and Casteñeda 1979; Way 1980). Further site-specific field investigations are reported in studies by Julia Costello and Mary Maniery (Costello and Maniery 1988; Maniery 1989, 1990.) The National Register nomination forms for the town of Locke, also on file at the State Office of Historic Preservation, add little to historical knowledge of that locality (Duke 1971).

Recent historical work related to the Delta environment has generally followed lines of investigation opened by John Thompson's Ph.D. dissertation. The history of dredging is covered in a 1976 publication by Edward Dutra, History of Sidedraft Clamshell Dredging in California, and a 1983 book that was the product of collaboration between Thompson and Dutra, The Tule Breakers: The Story of the California Dredge. Thompson is also the author of other important studies, including a history of the road system in the Delta published as an article in 1980 and a comparative history of levee preservation that he prepared as a research paper for the State Department of Water Resources in 1982 (Thompson 1960, 1965, 1980, 1982A, 1982B). The broader issues of federal and state land policy and its administration in California, which establish another critical dimension of public policy for the Delta's historical development, can best be approached in the introductory works by Paul Gates, Gerald Nash, Kenneth Owens, and Milton Pearl (Gates 1868, 1975; Nash 1964; Owens 1990B; Pearl 1969).

A small body of studies related to water issues and state water policy also have importance for Delta history. An early

analysis of the role taken by local irrigation districts as public administrative agencies is in a 1963 article by Hendrik Teilmann. In The California Water Atlas, completed under state sponsorship during the administration of Edmund G. Brown, Jr., William Kahrl and his staff provide an excellent historical overview of public planning and administration in water policy (Kahrl 1979: 15-57). A historical investigation of state and federal water administration as it relates to the Delta appears in a 1977 publication by W. Turrentine Jackson and Alan M. Paterson, The Sacramento-San Joaquin Delta: The Evolution and Implementation of Water Policy. A recent historical work that places Delta environmental issues into a wider geographical and political context is the stimulating study by Robert Kelley, Battling the Inland Sea: American Political Culture, Public Policy, and the Sacramento Valley, 1850-1966 (1989). Still broader in coverage and bolder in interpretation is a related volume that emphasizes the history of water allocation and irrigation in the San Joaquin Valley: Donald Worster's Rivers of Empire: Water, Aridity, & the Growth of the American West (1985).

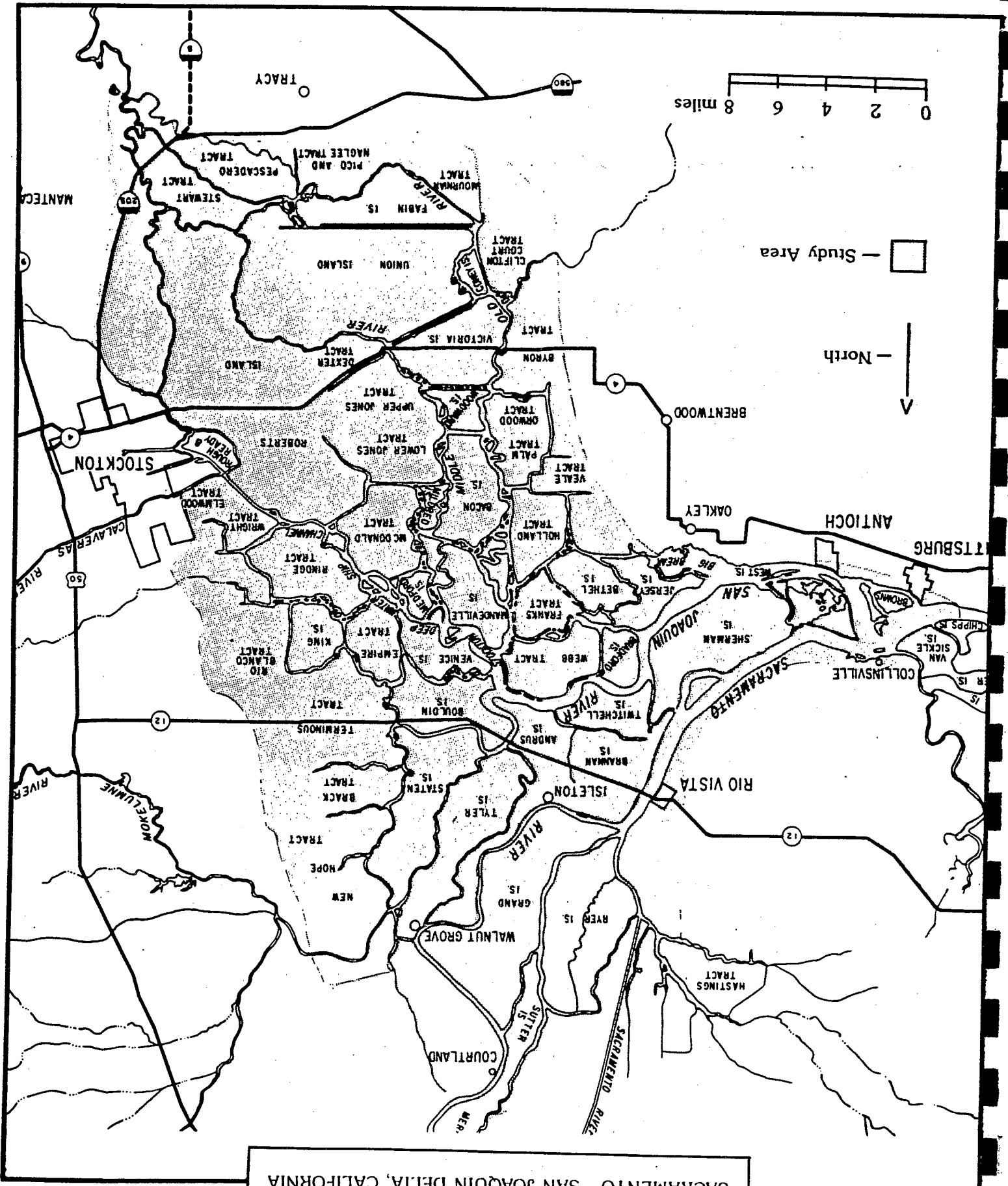
The history of agriculture and agricultural labor in California represents yet another context for understanding the historical patterns of development within the Delta. Lawrence Jelinek is the author of a fine survey of agricultural history in the state, Harvest Empire (1979). The most eminent historian of agricultural labor in California is Carey McWilliams, whose classic volume Factories in the Fields is essential reading for any study of this topic (1939). Cletus Daniel's Bitter Harvest is a fine recent study of California farmworkers, while Paul S. Taylor's 1968 article, "Water, Land, and People in the Great Valley," remains valuable for its insights concerning the social consequences of public land and water policies (Daniel 1981; Taylor 1968).

As this review indicates, historical writing on the Delta region has come to reflect the importance of this area as a distinctive environment, with emphasis on its economic development, the process of settlement, the cultural and social mixture of peoples who have figured in Delta history, the region's architecture, and its role within the wider evolution of reclamation, land policy, and water policy in California and the West. This body of work establishes an excellent context for consideration of the historical importance of individual sites.

HISTORICAL ERAS

Characterized by geographer John Thompson as a tidal swamp before the beginning of reclamation efforts, the Delta region entered history as a boggy, flood-prone country of peatlands and sloughs, divided and made difficult to traverse by meandering river channels bordered by asymmetrical natural levees. Most

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of the region was covered with reeds, tule rushes, sedge, and coarse grasses, while the terrain was so low-lying that ordinary tides might submerge as much as three-fifths of the land area. When Delta rivers ran high with winter storms or the spring runoff from the Sierra Nevada snowfields--and particularly when these conditions were combined with spring's high tides and strong westerly winds--all the Delta country became an inland sea, a watery waste broken only by a few small islands formed by sand hills or Indian mounds and the tops of the highest natural levees. Yet the soils of this region are, for agricultural purposes, among the finest in California, uniformly classified as good or excellent despite problems with drainage, subsidence, and wind erosion (Thompson 1957: 2-87; Dillon 1982: 2-14).

For the purpose of site identification, context, and characterization, five eras can be distinguished in the history of the Delta region since Euro-American peoples arrived in the area of modern California. These eras are summarized below, with a discussion of the leading trends or themes during each era that have had direct effects on the processes of occupation and the course of development within this geographically distinctive region.

The Frontier Era, 1770s-1840s

This era began with the first permanent intrusion of Hispanic and other Euro-American peoples into modern California, a vast region called Alta California by the Spanish that was a remote, isolated part of the widespread American empire held by Spain's ruling dynasty. The era extends from the earliest period of Hispanic colonization along the California coast through more than a half-century of Spanish rule--principally for the benefit of the Franciscan mission establishment--that ended with the 1821 Mexican Revolution. It also encompasses the subsequent quarter-century of Mexican sovereignty, concluding with the Anglo-American conquest of California during the war between the United States and Mexico (1846-1848).

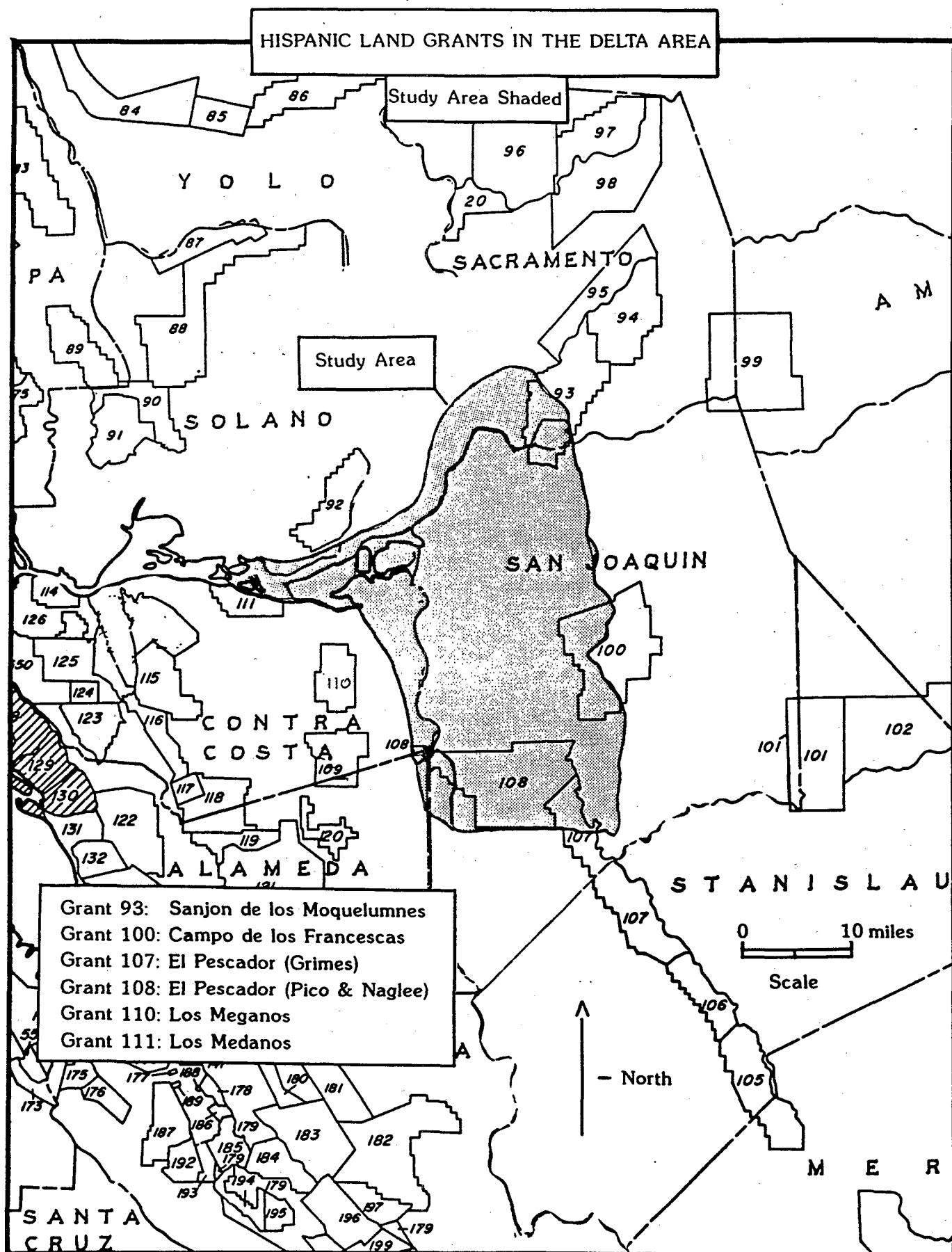
Early during this era, Franciscan missionaries and their military escorts explored the Delta region by land and by water, coming from Monterey and the San Francisco Bay area. Subsequent military expeditions approached the Delta country from the direction of the San Juan Bautista and San Jose missions. While the difficulties of travel led the Spanish generally to avoid the area, these same difficulties made the Delta country a region of refuge for native peoples who resisted Spanish Franciscan attempts to control their lives and undermine the independence of their separate, self-governing communities--runaway refugees from the missions and other California Indians including both Miwoks and Yokuts who raided mission horse herds and fought against the expeditions sent to chase and punish them. After 1813 small-scale warfare became commonplace, and Indian resistance discour-

aged further Spanish plans to expand the mission frontier into the interior (Hurtado 1988: 32-54).

Never closely ruled from Spain or Spanish Mexico, California became virtually a semi-independent province of the Mexican Republic after the 1821 Mexican Revolution. Amid political and religious controversy, the mission system remained intact through the first decade of independence; but after 1834 the Franciscans lost their special privileges and the missions were forced to relinquish their control over converted Indians and Indian land. The largest part of the mission landholdings came into the hands of opportunistic Spanish colonists, including many retired soldiers and sons of soldiers, who became leaders in developing a hacienda system built around a frontier ranching economy. While general agricultural productivity declined after the secularization of the missions, this ranching economy became specialized to serve the hide and tallow trade, which was largely controlled by New England-based shipmasters and merchants during the late 1830s and 1840s (Weber 1986).

Beginning with the expedition of Jedediah Smith and his party in 1827, Anglo-American and British fur trappers entered the Delta region to hunt beaver and trade with the natives. Briefly successful, these efforts were producing only small returns by 1832, when John Work led to the Delta a Hudson's Bay Company fur brigade from Oregon's lower Columbia River region. Malaria, a recent disease arrival in the Oregon country, was present among the members of Work's expedition. With an immense local population of the anopheles mosquito ready to serve as a vector for the disease, the results were immediate, drastic, and long-lasting for the Delta region. A devastating epidemic in 1832-1833 took a massive toll of life, with fatalities estimated by modern experts as perhaps seventy percent among the native people of the interior, and it left the survivors greatly impaired in health and vitality. Spanish, British, Anglo-Americans, and other travelers reported scenes of woeful calamity to the Delta's native communities, with large villages in ruin and the exposed remains of their inhabitants providing mute evidence of malaria's devastation. From this point at least until the early twentieth century, malaria remained a severe biological challenge to every population group that moved through or occupied the Delta region (Galbraith 1955: 253-60; Hurtado 1988: 46; Cook 1955: 303-25).

Late in the period of Mexican rule, a few Euro-Americans settled near or within the borders of the Delta APE. Land grants made by the governors of Mexican California to private citizens encouraged settlement; but most of these grants were occupied effectively not by native-born citizens of California but rather by colonists from elsewhere (Map 2). The first was John Marsh, who purchased the four-league Los Meganos grant from Jose Noriega in 1837 and took up residence the following year (Lyman 1930; Hurwitz 1972). John Augustus Sutter, a Swiss adventurer who



Source : Beck and Haase, Historical Atlas of California

Map 2

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arrived in California in 1839, received title in 1841 to an eleven-league grant on the American and Sacramento rivers that he named New Helvetia (Dillon 1967).

Other land grants in the Delta region included Los Medanos, a ranch property two-leagues in extent held by Jose Miguel and Jose Antonio Mesa, who sold it in 1848 to Col. Jonathan Stevenson of the New York Volunteers. Two separate grants named El Pescadero--one originally owned by Valentine Higuera and Rafael Feliz, the other claimed by Antonio Pico and Henry Naglee--were located at the southern end of the Delta region. In the area of Cache Slough, John Bidwell gained title in 1844 to a four-league grant known as Los Ulpinos, while south of the Calaveras River and east of the San Joaquin a San Jose merchant named Guillermo Gulnac received an eleven-league grant called Campo de los Franceses that same year. After raiding Indians killed Gulnac's American foreman and drove off all his stock in early 1845, Charles M. Weber purchased the property as the basis for his landholdings in the area later developed as Stockton (Hoover 1990: 59-60, 349-50, 464-65; Dillon 1982: 55-57; Thompson 1957: 112-16, 119-22).

The historical record confirms that only two Euro-Americans had become established inhabitants of the Delta prior to the Mexican War. One was William Clements, who in 1846 lived with a native wife and several children in a hut alongside the Sacramento River some forty-three miles downstream from the mouth of the American River. The second was John L. Zwart--called Schwartz by his contemporaries--a Dutchman and a bachelor who had arrived in California overland with the Bartleson-Bidwell party in 1841. By 1846 Zwart lived in a small, rude house on an unconfirmed land grant named Nueva Flandria, situated on the west bank of the Sacramento River a short distance below Sutter's landing. Here he raised potatoes and other vegetables, though apparently his principal business was netting, drying, salting, and selling salmon, an enterprise that he ran with Indian help during the seasonal salmon runs (Dillon 1982: 59-63).

For cultural resources investigation, the frontier era has importance as a period that brought Euro-American exploration and penetration of the Delta region, but with results that were fatal to native inhabitants and that discouraged settlement by all except one or two Euro-Americans who had abandoned the polite conventions of their home society. The single most momentous development was the transformation of the environment by the introduction of malaria early in the 1830s, with the consequent devastation of the native population and the beginning of a very serious endemic threat to all others who traveled through the Delta or attempted to establish themselves within the region. While archival study can identify a few frontier era localities within the Delta APE that are related to exploration, warfare, and the earliest Euro-American occupation of the region, none of

these are likely to contain artifacts or structural remains with either the research value or the physical integrity necessary to qualify as significant within the context of Euro-American history. But this judgment should be tempered by the possibility that field investigation may uncover further sites--especially native settlement sites that are now unknown or not yet fully documented in the historical literature--that could prove to have qualities of significance according to National Register criteria.

The Pioneer Era, 1840s-1880s

At the beginning of this era, permanent Anglo-American settlement in central and northern California was greatly speeded by the Mexican War and the Treaty of Guadalupe Hidalgo (1848), which transferred sovereignty over California to the United States. Under U.S. authority, after experiencing a brief period of organization as a military territory administered from Monterey by army officers, Californians elected a constitutional convention that drafted a state constitution and submitted it to Congress. In this fashion, without a lengthy period under federal political control, California entered the Union in 1850, acquiring the full rights and privileges of statehood.

From a regional perspective, the preeminent historical feature of this era was the Gold Rush, which began early in 1848 and extended through the 1850s. This event permanently altered the demographic, ethnic, and social composition of California and deeply influenced the course of development throughout the American West. Its greatest immediate impact came in the gold country and adjacent territory in the central and northern sections of state, including the Delta region.

In national history, the period of Civil War and post-war Reconstruction is a part of this era, as is the so-called Gilded Age that extended from the 1870s into the 1890s, the high age of American Victorian culture.

Aided by U.S. law and political institutions, a pioneer Anglo-American society came to dominate in California during this era; but the state attracted settlers from every region of Europe, from Latin America, and from East Asia, particularly the Cantonese region of South China. While California's Indian population continued to decline at a drastic rate, due the ravages of disease, economic want, social displacement, the effects of a war of annihilation waged against some groups by white volunteers and state militia, a commercial capitalist economy took over the land and its resources. California's non-Indian population increased from approximately 14,000 in 1848 to 308,000 in 1860 and more than 864,000 by 1880.

Along with mining, California's pioneer population relied heavily on farming and ranching as the basis for the economy, while lumbering, fishing, and other types of natural resources exploitation contributed to the state's economic diversification. San Francisco took the lead in commercial and industrial growth, becoming the leading Pacific Coast metropolis, a fast-growing financial and trading center, and an entertainment capital that catered alike to the bawdy tastes of working-class men and the crudely ostentatious cultural pretensions of a newly-rich Nob Hill elite. Sacramento and Stockton, followed by lesser towns in the interior, developed as secondary urban centers, with Sacramento also becoming the permanent state capital after 1857.

After an initial period of disarray in determining property rights, federal authorities confirmed title to many holders of Mexican land grants, then applied to remaining public lands the survey and sales provisions of the U.S. land system, modified by extensive land grants to the Central Pacific-Southern Pacific Railroad corporation and further gifts of supposed unproductive and marginal lands--principally some 2.190 million acres of swamp and overflowed lands--directly to the state government. The legislature in turn established a state land office that mediated the sale or grant of state lands to private applicants. The administration of the state land office was notoriously lax and corrupt, with the swamp and overflowed lands in the San Joaquin Valley and the Delta region particularly subject to abuse. Nearly all the state's swamp and overflowed lands had been sold by 1871, the larger part at a fixed price of \$1.00 per acre. Because state law imposed no effective acreage limitation on the amount of land one person might acquire, a few individuals secured title to as much as 100,000 acres or more in the Delta area, perpetuating and extending in parts of this region a latifundia pattern of land ownership that had first been shaped by the Mexican system of land grants (Gates 1968, 1975; Nash 1964).

The opportunity to acquire substantial areas of Delta lands at low cost attracted both individual purchasers and groups of speculative investors and promoters. But as everyone soon discovered, the expense of labor for levee construction, ditching and draining, and land clearing made cheap Delta lands no great bargain. Resident farmers, aided by family members and hired help, improved their holdings by large contributions of "sweat equity." Absentee owners and speculators, dependent on overseers and hired work crews, found that returns on their capital usually came slowly, if at all, while new money was difficult to attract in competition with other investment opportunities. Moreover, because mining practices upstream greatly increased the danger of floods and salt water intrusion in the Delta, individual reclamation efforts invariably proved too insubstantial for long-term success (Thompson 1957: 210-13; Kelley 1989: 10-43).

An obvious need for cooperation between landowners prompted the creation of a locally managed system of reclamation districts. After a brief experiment with state supervision, in 1868 the legislature authorized county boards of supervisors to take charge of this system, which allowed landowners to form local reclamation districts whenever the owners of one-half or more of a swampland tract requested such action. District trustees could plan reclamation projects and, with some assistance from county swampland sale funds, assess costs for these projects--an arrangement that stimulated the purchase of Delta lands particularly by large investors, and that encouraged cooperative reclamation efforts (Thompson 1967: 198-204, 222-38; Kelley 1989: 87-154).

Although fraud and financial opportunism appeared in the management of a few projects, the system of local reclamation districts served Delta landowners well for a decade. The cost of hand labor--principally Chinese work crews--remained comparatively low while Delta lands raised excellent crops for good market prices during the 1870s, causing the value of reclaimed lands to rise sharply. But a cycle of severe floods between 1878 and 1881--intensified by the problem of mining debris from hydraulic mine operations upstream clogging the waterways and raising the riverbeds in the Sacramento River system--brought a setback to the progress of Delta reclamation. Even in well-run reclamation districts, farm operators lacked both the financial resources and the technology necessary to give their lands effective protection against inundation. By the early 1880s a deep pessimism regarding the future of Delta reclamation had begun to replace the earlier confidence (Thompson 1957: 223; Kelley 1989: 157-96).

The Delta region emerged as a prime agricultural area within California during the pioneer era. At first pioneer farmers raised potatoes, onions, beans, and other perishable food crops for market in urban centers and the gold mining districts. Unreclaimed swamplands also provided summer pasturage for beef cattle and hay crops for shipment to other areas. By the 1870s agricultural diversification was becoming characteristic, with different ethnic groups tending to specialize in particular types of farming. Chinese, Italian, and Portuguese tenant farmers concentrated on truck crops for San Francisco and other urban centers. Crops of wheat and small grains typified the holdings of Anglo-American farm operators, who also led the way in dairy farming. A mix of native-born Anglo-Americans and emigrants from northern Europe became prominent in the development of a Delta fruit district along the natural levees between Freeport and Isleton, where orchard crops such as peaches, plums, and pears were the basis for farm prosperity by the 1870s (Thompson 1957: 309-12; Thompson 1982B).

Throughout this era, the people of the Delta mainly depended on water transportation, characterized by John Thompson as fast,

cheap, and fairly reliable at all seasons. Sailing schooners and steam-powered vessels that connected San Francisco with Sacramento and Stockton through the gold rush period also served early Delta residents. As farm production increased, Delta farmers began to reach urban markets with their own schooners, soon supplemented by regularly scheduled steamboat service aboard the stern-wheeler Reform. Competition remained the rule during the 1870s and 1880s, with a wide variety of small stern-wheelers, barges, launches, and schooners providing year-round service. In contrast, geographical conditions kept roads few and primitive, making land travel a problem at all seasons (Thompson 1957: 403-05; Thompson 1980).

Alongside the waterways, agricultural development was accompanied by a growth of towns and a brief early boom in townsite promotions. Among Delta town projects that prospered briefly, then disappeared, a few such as Mokelumne City and Emmaton were wiped out by floods. Venice and New Hope represent failed speculations, while Onisbo demonstrates the short career of sites that withered because of competition from more favorably located trade centers. Maine Prairie and Moore's Landing illustrate the fate of towns that once prospered, then declined after the advent of railroads rerouted local trade. Antioch and Pittsburg on the west, like Stockton and Sacramento on the east, are towns on the geographical fringe of the Delta, providing services to Delta residents but not primarily dependent on the Delta economy for their existence. The case is different with Walnut Grove, Courtland, and Isleton, three important Delta towns that grew substantially from the 1860s through the 1880s, their growth coming as a direct result of agricultural and commercial developments within the region (Thompson 1957: 415-31).

The Modernization Era, 1880s-1920s

From the 1880s through the 1920s, the society of California and the American West was transformed by an array of fundamental technological, social, and cultural changes that may be summed up by the term "modernization." An age that saw the expansion and upgrading of railroad networks dependent on coal-generated steam power, these decades also brought the introduction of hydroelectric power and gasoline-powered internal combustion engines. Improved transportation encouraged rapid city growth, while other technological and social developments fostered a middle-class urban lifestyle and the development of a distinctive urban culture that was increasingly divergent from the traditional ways of rural farming populations in the United States and other world areas.

In the political sphere, the era opens with the reform ferment associated with the Grangers, the Populist movement, and the succeeding Progressive movement on the national scene. It includes the years of the Spanish-American War (1898), which

signalled the full-scale entry of the United States into a program of overseas imperial expansion in competition with the leading nations of western Europe, an expansion particularly directed toward the Caribbean, the Pacific, and east Asia. It also includes the period of World War I (1914-1918) and the postwar decade, marked by the growing affluence of the urban middle-class and broadening problems of economic dislocation both in the domestic and the world economy that led to the international financial crisis of 1929.

Agriculture generally thrived, encouraged by the rapid growth of urban markets, improved railroad and shipping facilities for food crops, accelerated development of the food processing industry, and the availability of comparatively cheap labor for farming, in the canneries, and in other food producing and food processing operations. The ability of California growers to diversify, along with their adoption of improved agricultural technologies and food processing techniques, enabled them to compete favorably for a share of the national and world markets in food and fiber. Shipping rates fell as other rail lines challenged the Southern Pacific monopoly in California, while the opening of the Panama Canal in 1914 brought Atlantic coast and European markets closer to California food producers (Jelinek 1979).

Drawn by the promise of abundant jobs at good wages, new streams of immigration from abroad modified the ethnic and cultural composition of California's population during this era while maintaining the state's reputation as a land of opportunity for all peoples. Among these immigrants, peoples from southern and eastern Europe were prominent, but trans-Pacific migration also continued to contribute to a varied mix of peoples and cultures. Earlier forms of legalized discrimination against Chinese immigrants (as well as California Indians) were supplemented by illiberal popular campaigns and political action against a rapidly growing population of Japanese immigrants, as well as smaller contingents that came from the Philippines and India. In addition to the flow of peoples from Europe and East Asia, significant numbers of Hispanic immigrants from Mexico and other Latin American nations began to fill the ranks of agricultural laborers and added also to the supply of unskilled and semi-skilled workers in the railroad industry and related occupations.

Trends of internal migration during this era also brought increased numbers of Anglo-Americans to California, particularly from the upper Midwest. In part the attraction for these Midwesterners and others was the Mediterranean climate and a leisurely lifestyle, promoted as part of the sunbelt image by ambitious land developers in southern California and the Sacramento region. In part these newcomers were lured by a generally buoyant economy, with high employment rates and good

wages, that continued to attract displaced immigrants from distressed rural regions both in the United States and overseas. International trade and industrial expansion in particular encouraged the growth of the Los Angeles basin and the San Francisco Bay region, and this growth was further stimulated by a build-up in defense industries and military facilities during the First World War.

The combined effect of immigration, internal migration, and natural increase of the resident population brought about a continued substantial growth of California's population. A total of 864,700 in 1880, this population reached 3,426,900 in 1920 according to federal census figures. A strong shift in the comparative distribution of population can also be seen in the federal census data. From the 1850s California's population had tended toward a more urbanized pattern than other states and regions outside New England. By the 1920s the large bulk of the state's growing population was becoming concentrated in two major localities, the San Francisco Bay metropolitan area and the rapidly developing Los Angeles basin. As a percentage of the whole population, not only were rural districts losing ground, but so too were smaller and middle-sized towns. Demographic patterns--and so ultimately the distribution of political power and influence over public policy--were moving toward these two highly urbanized localities.

Agricultural prosperity peaked during the years of the First World War, but then a reversal appeared in most rural regions during a prolonged agricultural depression that began by 1919 and deepened through the 1920s--even while urban populations in most of the nation enjoyed a long-term economic boom. Technological innovations brought a revival of gold mining, marked by the growth of a fully industrialized forms of mining in hard rock (quartz) operations, highly capitalized and reliant on a work force of wage laborers. But the exploitation of natural resources typical of California's economy in the pioneer era was being supplemented by the rise of food processing, a diversified transportation industry, and a thriving commercial sector. No longer a fringe area, California was rapidly becoming integrated into the emerging structure of industrial capitalism.

For the Delta region, flood dangers had increased through a series of high water years between 1878 and 1881, but then eased somewhat thereafter. In part this improvement was the result of the 1884 ruling by Judge Lorenzo Sawyer in the federal Ninth Circuit Court in San Francisco (Edwards Woodruff v. North Bloomfield Gravel Mining Co., et al.), which enjoined hydraulic mine owners from discharging or dumping any mining debris or mine tailings or other matter into the Yuba River and its tributaries. Establishing a powerful precedent, the Sawyer decision in effect shut down California's hydraulic mining industry because that industry could not operate without destroying the property of

others, particularly those in the downstream flood plains and the Delta (Kelley 1989: 217-19).

The improved conditions for flood control inspired a renewed effort at reclamation, with manual labor and horse-powered earth-moving equipment being supplemented, then replaced by newly-invented dredging machines. Most successful was the clamshell dredge, first introduced in the Lisbon District near Clarksburg in 1879. Steam powered, with booms that extended over 200 feet on some models in use by 1920, clamshell dredges carried buckets with a capacity up to five cubic yards. These machines could move levee fill at a cost of three cents per cubic yard, a dramatic savings as compared to the expense of hand labor and horse-drawn scraper methods (Thompson 1957: 271-72; Dutra 1976; Thompson and Dutra 1983).

By 1890, according to figures gathered by John Thompson (Table 1), the introduction of steam-powered dredges had made possible the reclamation of a cumulative area of 177,000 acres in the Delta. Despite continuing difficulties with both flooding and financing reclamation work, this figure continued to increase at a substantial rate in each succeeding decade until 1920, when the area reclaimed had reached an estimated total of 417,000 acres.

Table 1: Delta Reclamation Growth, 1860-1930

Decade	Acreage Reclaimed	Cumulative Acreage
1860-1870	15,000	15,000
1870-1880	92,000	107,000
1880-1890	70,000	177,000
1890-1900	58,000	235,000
1900-1910	88,000	323,000
1910-1920	94,000	417,000
1920-1930	24,000	441,000

Source: John Thompson, "The Settlement Geography of the Sacramento-San Joaquin Delta, California," page 238.

Until 1911 county boards of supervisors and county surveyors remained the responsible agencies for managing the reclamation process. Reclamation districts formed under county authority continued to operate largely as they pleased. Those run in an honest manner tended to build their levees as large as possible; but their efforts were hampered by a lack of cooperation between districts.

Planning for overall, coordinated management of Central Valley waterways during flooding was first attempted in 1880 by State Engineer William Hammond Hall, who proposed a system of strong levees that would keep the rivers from overspreading their banks, induce a strong current during highwater periods, and thus scour the riverbeds and wash the accumulated mining debris downstream toward San Francisco Bay. Because the river system, even with a strong levee system, could never carry the entire volume of floodwaters during at peak runoff, Hall also envisioned the need for weirs, drainways, and bypass basins at a few locations. In this way, the excessive flow could be diverted into designated drainage basins. Although his plans were not immediately implemented, Hall's studies provided a first body of reliable information about the hydraulic problems of the Central Valley and the Delta, and his concepts in time became the basis for centralized state and federal water project construction and administration (Kahrl 1979: 19).

Congress in 1892 established the California Debris Commission, staffed by officers in the Army Corps of Engineers, to deal with the continuing problems caused by movement of hydraulic mining debris downstream into the Sacramento River system and the Delta. Subsequently the state government created the office of Commissioner of Public Works, which also gave attention to the problems of the Delta waterways. Building upon Hall's original work, two of his former assistants in the Public Works office, Marsden Manson and C. E. Grunsky, devised a plan to construct a leveed bypass channel for maximum water flows through the Sutter Basin. Their plan would protect the Delta levees and also permit most of the Yolo Basin and Sutter Basin lands to be used for farming, since overflow waters would be diverted into the bypass channel rather than ponding on the adjacent fields (Kahrl 1979: 19).

The cost of implementing such a plan made it a political impossibility during the 1890s, when the dominant thinking in both major parties sought to keep public spending limited. Then a series of violent floods between 1902 and 1909 demonstrated the severe shortcomings of the existing decentralized system of levee management by local reclamation district boards. In 1911 the chief engineer for the California Debris Commission, Captain Thomas Jackson, adopted a version of the centrally administered water management plan first outlined by Hall, Manson, and Grunsky, a proposal that Captain Jackson named the Sacramento Flood Control Project (Kahrl 1979: 20). At the urging of Governor Hiram Johnson, a Republican political reformer who exemplified the proactive policy trends of the Progressive Era, the legislature reestablished state authority in water management policy by adopting the Flood Control Act of 1911. This far-reaching measure established the administrative basis for a basin-wide plan for flood control in the Sacramento-San Joaquin Valley. To administer this plan a state Reclamation Board came into existence, with authority to oversee the decentralized

system of local reclamation districts and initiate legal prosecution of owners who failed to conform with state flood control mandates. In August of 1913 the state legislature advanced the principle of centralized control by placing nearly all Delta and Central Valley swampland under the supervision of the Sacramento and San Joaquin Drainage District (Kelley 1989: 286-89).

In the planning context of the Sacramento Flood Control Project, the adoption of 1911 Flood Control Act and the construction of major elements in a comprehensive flood control program for the Delta and the entire Sacramento-San Joaquin Valley, as John Thompson has pointed out, "ushered in a decade of accelerated land reclamation" (Thompson 1957: 206). Thompson calculates that landowners reclaimed a record total of 94,000 acres in the Delta between 1910 and 1920 (Table 1), while the Reclamation Board reported that the amount of land effectively reclaimed throughout the Central Valley doubled from 300,000 acres to 600,000 acres between 1910 and 1915, a development encouraged by a trend toward rising prices for farm produce from the mid-1890s through the period of World War I and by improvements both in river navigation and railroad transportation (Kelley 1989: 297-302).

Responsibility for planning and financing general flood control efforts remained an issue for extended public debate during this period as California leaders attempted to gain federal support for their ambitious efforts. At first Congress balked at sharing the cost of regional water management with California's taxpayers and landowners, but in 1917 the nation's first Flood Control Act--passed largely in response to a disastrous succession of floods in the Ohio and Mississippi River watersheds--made the federal government a partner with the state in the Sacramento-San Joaquin flood control project, with \$5.8 million dollars designated to aid state and private flood control efforts.

The immediate results were disappointing: the sharp drop in farm prices following World War I and the long-term agricultural depression made it impossible for many Delta and Central Valley landowners to pay the large local assessments needed for construction of water projects. After a further cycle of floods in the Mississippi Basin and the Pacific Coast, in 1928 Congress approved a new Flood Control Act that promised federal funding for most efforts at water management in the lower Mississippi Valley and the Sacramento Valley. Subsequently, as historian Robert Kelly summarizes, the Sacramento Flood Control Project passed from a first phase of political development and construction into a second phase, characterized by a new generation of difficulties arising out of the existence and nature of the Flood Control Project itself--primarily difficulties of levee mainte-

nance and control of peak water flows during heavy runoff periods (Kelley 1989: 305-07).

During this period the predominant pattern in Delta farming was shifting from garden to field crops. Potatoes were the single most valuable crop, while beans and asparagus grew in importance. Barley replaced wheat as the predominant winter grain; sugar beets gained a place as another valuable field crop. Dairy farming continued to be a leading farm occupation in the San Joaquin district. Although pear blight devastated orchards in the San Joaquin Valley, the earlier success of Bartlett pear growers along the Sacramento River's natural levees between Freeport and Isleton inspired a rapid expansion of pear acreage, with rising prices creating a group of "pear millionaires" as a farmer elite. Yet Sacramento River orchards also suffered from blight prior to 1920, a problem that proved more serious during the following decades. Other crops of importance included onions, celery, field corn, and alfalfa. In addition, beef and sheep feed lots made their first appearance (Thompson 1957: 312-14).

Water transportation remained the major means of communication and trade for the Delta region throughout this era. During the 1890s three organizations came to dominate river traffic: The California Navigation and Improvement Company on the San Joaquin River, and two rival firms--the California Transportation Company and the Southern Pacific Railway Company's steamship division--on the Sacramento River. These companies ran a fleet of small stern-wheelers and steam packets for local Delta trade, as well as the larger, luxuriously appointed steamers that carried passengers and freight between San Francisco and the chief cities of the interior. The virtual monopoly of these large companies was broken after the turn of the century by the introduction of gasoline-powered launches and towboats, able to handle barges. Independent operators from Stockton and Sacramento built and ran most of these work boats; but a few of the larger farm operators in the Delta maintained stern-wheelers or towboats, while many farm families bought their own smaller power boat. Wind-powered freight schooners and fishing boats also continued to operate on Delta waters well into the 1920s (Thompson 1957: 405-10).

Seasonal problems of low water flow and the accumulation of mining debris at times brought Delta navigation to a virtual standstill. Although a federal river navigation program, approved in 1899, began to achieve some improvements through a dredging program supervised by the California Debris Commission, increased Central Valley reclamation brought a higher rate of water use for irrigation, reducing river flows during the summer low-water season. Consequently the combination of mining debris and reduced flows brought a temporary stop to water traffic in 1908, 1911, and 1912, and forced shippers to rely on small,

shallow-draft boats and barges during parts of summer season in other years (Kahrl 1979: 20; Kelley 1989: 300).

Between the turn of the century and World War I, an expansion of railroads throughout the Central Valley also began to effect the pattern of Delta transportation. With Sacramento as the central point, electric railroads created a low-cost interurban transportation network that encompassed the borders of the Delta region. The Central California Traction Company opened a line between Sacramento and Stockton in 1911, while the Oakland, Antioch & Eastern established a convenient Bay area connection across the southern section of the Delta. Other electric lines reaching the surrounding areas included the Vallejo Northern Railroad, joining Vallejo with Sacramento; and the Sacramento & Woodland; and the Northern Electric Railroad, which connected Chico, Oroville, and Marysville with Sacramento. Separate from the electric lines, the steam-powered Sacramento South line, a subsidiary of the Southern Pacific Railroad, ran along the Sacramento River to Walnut Grove, while both the Southern Pacific and the Western Pacific companies built new north-south lines that helped to lower the cost of transporting crops and commodities along the eastern side of the Central Valley. While steamboats and gas-driven launches remained the mainstay of the Delta transportation system during this period, the railroads began to provide an alternative for farming areas that were remote from river landings (McGowan 1961).

The Delta's roads remained in a primitive condition through the period of the First World War. Portents of change came with the passage of a first state highway bond act in 1910, the establishment of the California Highway Commission in 1911, and the beginning of motor vehicle registration in 1913, early steps in an effort that would make the state government the dominant force in highway development (Owens 1990A: 1:37). After about 1910 the introduction of the Ford Model "T" truck began to provide Delta farmers a fairly low-cost, convenient alternative to horse and wagon transportation or river freighting. But it was not until the years after 1920 that trucks and cars, running on a well-maintained system of paved or oiled roads, bridges, and ferries, substantially altered the transportation pattern for the residents of the Delta (Thompson 1957: 412-13; Thompson 1980).

Among the major communities located on the geographical fringes of the Delta region, both Sacramento and Stockton were continuing to make a transition from their original character as gold rush boom towns to stable business and service centers for an expanding, thriving agricultural hinterland. Their ties to the Delta were part of a complex of activities--economic and social--that in both cases made these two inland cities the effective urban focus for a widespread farming and ranching domain. With its other functions, Stockton became preeminent in the manufacture of specialized farm equipment, steam engines,

dredges, and other machinery that were necessary for large-scale reclamation and agriculture in the Delta. Sacramento, the state capital and headquarters for the Southern Pacific Railroad Company, ranked second only to San Francisco as a center for finance and marketing related to agriculture. Both Stockton and Sacramento, moreover, had leading roles in the growth of the food packing and processing industry by the early twentieth century.

A handful of early Delta towns withered and disappeared in the decades between 1880 and 1920, but other sites grew to become important business and residential centers. Along with the general progress of reclamation and the growth of agricultural income, the development of local canning and food-processing operations had the most obvious impact on town growth. With a local salmon-fishing industry staffed by Azorean Portuguese, for example, Antioch developed an important salmon canning industry, and the town also acquired importance as a center for processing and distribution of locally grown produce to Bay-area markets. Walnut Grove, Rio Vista, Courtland, and Isleton all became significant cannery centers, especially with the rising economic importance of the asparagus pack after 1900.

Not sharing in this prosperity, Clarksburg remained simply a river landing until the Holland Land Company in 1916 began the development of Reclamation District 999, the Holland District. Following a plan that was proving successful for large land-holders in the San Joaquin Valley, Holland Land Company investors split their holdings and sold small farm tracts (20 acres or more) to eager purchasers at prices that averaged close to \$300.00 per acre. The company planned Clarksburg as a model town, designing it as a residential center for the district's farm families and a hub for trade and social life. Connected by ferry and later by bridge to Freeport, the town achieved a large measure of prosperity and stability in the years after 1920.

The beginning of effective flood control, the progress of reclamation, the transition to an increased reliance on row and field crops during a period of generally encouraging farm prices, the launching of new canning and food processing businesses, the effective expansion of the transportation network, and the growth of prosperous, apparently stable towns in the Delta: these developments together marked an era of success for Delta landowners and business people dependent on Delta farm production. Less obviously, they also helped to consolidate an agricultural pattern that relied for its profits on a long-established tradition of ethnic and class distinctions that made extensive use of non-English speaking, non-white immigrants as a source of cheap labor for reclamation projects and farm work. As temporary wage workers, share croppers, or tenant lease holders, people from south China, Japan, Mexico, and subsequently both the Philippines and India became members of a hard working underclass that made possible the prosperity of Delta agriculture and added

distinctive strains of cultural diversity to the society of the region.

The Centralization Era, 1920s-1950s

Key features during these years are the Great Depression that began with the stock market crash in October of 1929, World War II (1939-1945), the Korean War (1950-1953), and the Cold War of the 1950s.

During these years California kept intact its record of continuous population growth, bolstered by a comparatively prosperous agricultural and commercial economy even during the depression years. The federal contribution to California's prosperity had major importance, first through civil works projects during the depression period, then through a rapid expansion of war-related industrial production, particularly in shipbuilding, airplane construction, and the emergence of the aerospace industry as a major element in the regional economy during the postwar years.

A mass migration of displaced whites reached California from the lower Midwest--Arkansas, Missouri, Oklahoma, and Texas--during the depression years. This migration was followed in the 1940s by a still greater movement that brought many thousand of newcomers, especially southern whites and blacks, to war industry jobs in California. High rates of internal migration persisted into the postwar period as California experienced an unprecedented boom of settlement. From a figure of 3,426,900 in 1920, California's population more than tripled to a 1950 federal census total of 10,586,200.

A post-industrial economy began to emerge clearly by the 1950s, tightly tied to an expanding cycle of direct and indirect government expenditures in the military and civilian sectors alike. California's continued growth and the prosperity of its population came to be linked more closely than ever to a combination of natural advantages, enthusiastic local promotion, an energetic entrepreneurial spirit, and cultivation of the state's growing political influence in Washington, D.C.

After a period of local prosperity during the 1930s, gold mining virtually came to an end as a California industry during the Second World War. Logging, a marginal industry during the 1930s, suffered from a manpower shortage during the war years, but then enjoyed a renewed boom as the demand for housing and other construction rapidly escalated in the postwar era. Commercial fishing also experienced fluctuations. Overfishing by the late 1920s resulted in a collapse of the sardine population that had sustained the Monterey Bay economy, while a combination of fishing pressure and environmental alteration also resulted in a sharp depletion of shellfish stocks in the Bay area during the

same period. The continued decline of the Sacramento River system's salmon population prompted the state government to ban inland commercial fishing, a step that destroyed a significant Delta business based at Antioch. By the 1950s, after a hiatus during the World War II years, recreational sports fishing gained new popularity, especially among an increasingly prosperous, rapidly growing California urban population that was avid for recreational activities.

Enthusiasm for unchecked and virtually unregulated economic development reached a peak during the postwar era. Southern California and the San Francisco Bay area boomed, their growth fed by continued migration from the rest of the United States and soaring "baby boom" birth rates. The growth of suburban districts, bedroom communities for a city-centered work force, brought with it a corresponding decline in the physical appearance and social environment of the older urban central districts. State and local government, supported in part by federal programs, made massive investments in transportation, education, and recreational facilities, trying to serve a population intent on maintaining a continued rise in economic and social opportunities and the quality of life.

Within the Delta region, the decade between 1920 and 1930 can be regarded as the final era of reclamation, with the completion of major projects that raised the reclaimed area to total approximately 441,000 acres, according to figures gathered by John Thompson (Table I). According to a 1932 report by the State Division of Water Resources, the Delta's levee system then represented an investment of twenty-seven million dollars, more than \$60.00 for each acre that had been reclaimed. Five years earlier, however, a pioneer Delta farmer declared that over a period of seventy-five years his total cost in assessments for levees, reclamation, and irrigation had reached a total of \$530.00 per acre (George B. Greene, cited in Thompson 1957: 286). Beyond the capital value of the levee system, these two sets of figures point up, the cost of bringing Delta land into production and keeping it productive was a major expense item for California agriculture.

Levee maintenance and the recovery of lands inundated by occasional floods remained a costly problem after the Delta's major reclamation projects had been completed. Although less frequent than in earlier periods, flooding remained a constant threat. A relatively minor episode took place early in 1928, when the Mokelumne River broke down levees along its left-bank near Woodbridge, flooding part of New Hope Tract. In February of 1936 flood water covered Franks Tract and Quimby Island, but the levees were repaired and these areas drained by the following October. High tides and rapid runoff created a major flood episode two years later, in February of 1938, resulting again in the inundation of Franks Tract as well as Mandeville Island,

Rhode Island, and Quimby Island. In late February of 1940 extended rains required the opening of the Sacramento Weir and the consequent flooding of Liberty and Prospect Islands in the Yolo Basin, while Upper Hastings and Egbert tracts went under water a few days later. No other major flood problems are recorded during this period until June of 1950, when high tides breached the levee protecting Webb Tract. Six months later another unanticipated levee problem, caused by inadequate maintenance, led to the flooding of Venice Island (Thompson 1957: 463-67).

Linked to this final phase in reclamation history was the construction of the Central Valley Project, a colossal program of environmental engineering that was based on a fundamental shift toward centralized water management for the entire state of California, largely financed by the federal government. Robert Bradford Marshall, chief hydrographer for the U.S. Geological Survey, first put forward the Central Valley Project proposal in 1920. A complex planning effort, based on the modernization of the then existing canal system in the San Joaquin Valley and the construction of major new canal facilities, Marshall's water plan intended to shift water from the wetter north to the drier south primarily for agricultural purposes. The plan, however, also incorporated river control features for the Sacramento Valley, to be accomplished through a series of large dams that would be built on Sacramento River and its major tributaries as a means to regulate maximum and minimum water flow throughout the Sacramento Valley and downstream through the Delta in San Francisco Bay (Beck and Haase 1974: 77).

The California legislature adopted the Central Valley Project in 1931, but state officials found it impossible to finance the necessary construction efforts in a depressed bond market. Subsequently the New Deal administration of President Franklin D. Roosevelt, spurred by a desire to bolster the regional economy by increased federal expenditures during the depression of the 1930s, undertook construction of the Central Valley Project.

The key to the project was Shasta Dam, located on the Sacramento River at the head of the Sacramento Valley. A massive structure, able to impound 4.5 million acre-feet of water, Shasta Dam serves a multiplicity of functions: flood control, irrigation water supplies, navigation, and control of saline encroachment in the lower Delta. In addition, the dam produces hydroelectric power, used by project engineers in part to run the pumps that send water from the Delta 117 miles southward through the Delta Mendota Canal, where it is routed into the lower San Joaquin River as a means to maintain the necessary water flow for irrigation and navigation purposes in that stream (Beck and Haase 1974: 77; Wooster 1985: 240-43).

The Central Valley Project was not only a remarkable accomplishment in environmental engineering; it also made a deep impress on the state's political landscape during this era. Control over water resources became an issue recognized as critical to many contending interest groups. Because water resources development promised large economic benefits as well as greater security from flood disaster, it was generally advocated by public and private interests alike. Differences of opinion centered on the allocation of costs, the distribution of benefits, and the administrative control of these projects. During an age in which environmental consciousness and a concern

Table 2: Delta Crop Acreage, 1924-52

Crop	1924	1938	1952
Alfalfa	28,700	28,900	35,400
Asparagus	52,600	66,600	75,800
Beans	36,400	7,500	2,300
Corn	23,100	39,300	17,800
Milo			32,200
Celery	4,100	7,100	3,400
Onions	3,900	1,800	1,900
Pasture	800*	13,900	22,200
Potatoes	26,800	10,600	6,400
Seeds	800	3,000	100
Safflower			5,000
Sunflower			2,900
Small grains	29,700	114,700	90,500
Sugar beets	21,700	30,600	28,400
Tree crops	16,500	5,800	4,900
Truck crops	3,900	12,000	1,600
Tomatoes			26,400
Totals	249,100	341,800	357,200

* This figure includes only irrigated lands. Not recorded in 1924 was non-irrigated pasture and small grain acreage, possibly amounting to 90,000 acres.

Source: John Thompson, "The Settlement Geography of the Sacramento-San Joaquin Delta, California," pages 316-17.

for nature in its pristine forms had not yet become a distinct political or social stance among the general population, all influential interest groups agreed on the need for the type of environmental engineering on an immense scale represented by the

Central Valley Project--giving scant heed to either the social or the environmental implications and impacts of these programs (Wooster 1985: 243-55).

Improvements in the security of Delta lands were influential in a major transformation in the social, technological, and economic structure of Delta farming beginning in the 1920s, although this transformation reflected also changes in labor practices, investment funding, available farm and food processing technology, market conditions, and marketing strategies. As geographer-historian John Thompson summarizes, "The 'Oriental influence' gave way to the 'new industrial farming'" (Thompson 1957: 314). The principal changes Thompson describes were greater mechanization, the use of contract day labor by land owners rather than sharecropping gangs, the use of fertilizer, the weakening of the traditional potato-barley-beans crop rotation, and the development of new crops. Field corn, sugar beets, celery, and onions all became important in the San Joaquin River districts, while growers turned to asparagus and sugar beets in the Sacramento River districts (Thompson 1957: 314-15). In terms of the acreage devoted to specific crops, Thompson has compiled figures that graphically demonstrate the change, summarized here in Table 2.

Alongside the evidence of change in farm crops, the transformation of Delta agriculture during this era was marked also by the decline of dairy farming. Along the Sacramento River, the pioneer dairy industry never fully recovered from the 1907 flood disaster, which destroyed most dairy herds and convinced the landowners to turn to other enterprises. With Sacramento's urban market near at hand, a few northern Delta dairies remained productive into the early 1940s, when approximately 1,000 head of dairy cattle remained from the earlier herds. By the mid-1950s, these herds had declined to an estimated 100 head of Holstein-Frisian dairy animals. Meanwhile, the dairy industry grew in the Contra Costa County area of the western Delta with its adjoining valley and plains lands, expanding to meet the demands of the growing Bay area market for milk and butter (Thompson 1957: 395-96).

While dairy farming declined, by the 1950s fattening beef cattle on feed lots emerged as a substantially new Delta agricultural enterprise. Between Freeport and Calaveras, owners of swamp and overflowed tracts on the mainland have raised cattle as a significant Delta area business since the pioneer era. More recently, intensive feed lot operations to finish beef for market appeared on Robert Island and northwest of Stockton. Not well documented, the growth of the Delta beef cattle industry by the 1950s included stall-feeding operations on Ryer and Merritt islands and in the Tracy locale. By the mid-1950s, according to John Thompson's estimate, perhaps 18,000 head of beef cattle had

become a part of the new pattern of agriculture in the Delta region (Thompson 1957: 396-97).

The transformation in Delta farming of course also brought changes in labor requirements, the pattern of farm labor management, and the pattern of seasonal residence by farm workers. The cultural resources database includes a very large number of sites designated as camps; these locations were seasonal residences for farm workers, many of whom worked as farm tenant lessees or contract laborers on shares, while some worked for wages. The need for labor varied from crop to crop. Asparagus, as an example, required at harvest time approximately one man per acre, since it was necessary to move through the field once each day (Thompson 1957: 347). Farm operators customarily boarded seasonally employed sharecroppers and wage laborers at these camps, which typically were located along the major waterways at the edge of the field contracted or designated for the particular labor crew. Virtually a universal practice before World War II, this practice began to disappear during the 1950s, when labor contractors began to replace operator-owners and farm managers as the principal figures in recruiting seasonal farm workers (Thompson 1957: 368-69).

The Recent Era, 1950s-1980s

The Vietnam War (1964-1973) is the most outstanding episode in international relations during this era, while the domestic scene is marked by the civil rights movement, the women's rights movement, and the anti-war movement, among other notable social trends. From a spirit of consensus in the 1950s, American society moved through a period of strongly marked dissensus and a novel mood of disestablishmentarianism and cultural heterodoxy in the 1970s, then drifted back toward a mood of liberalized orthodoxy in the 1980s.

The continued rush of newcomers to California gave the state the largest population in the United States during this era. From a 1950 population of 10,586,200, the population figures recorded by the federal census grew to 29,800,000 in 1990. Included among significant groups who joined this renewed population movement were former military families, refugees from the declining industrial centers of the upper Midwest and northeast, and immigrants from both Latin America and Southeast Asia. Within the state, sharp differences in prosperity from one section to another, differences related to regional economic specialization and disparities in the post-industrial business structure, emphasized the complexities in the regional patterns of material life.

Shifts in price patterns and market techniques brought new uncertainty to California agriculture in this period. The

evolution of farming into agribusiness was hastened by the need for heavy capital investment in farm machinery, chemical fertilizers and insecticides, and increased labor costs. Changes in land use, pegged to market opportunities, saw a large part of the Sacramento Valley turned over to rice cropping, while wine grapes became a popular and profitable crop for a new generation of growers in suitable hillside and mountain valley locations throughout northern and central California. Farther out of the way, marijuana farming grew to major importance in the remote foothill and mountain districts of northern California, creating an illicit economy that underwrote the commercial life of more than a few communities.

Particularly in the central farming sections of the state, the abandonment of rural areas for town and city life continued as a strong trend. The younger generation, handicapped by a lack of capital and seeing attractive opportunities elsewhere, found it difficult to stay on the land. But by the 1970s a countervailing trend was appearing, a movement from urban areas towards the less highly populated rural districts, that brought high growth rates to the Mother Lode foothill counties and the coastal counties of northern California. A sharp increase in outdoor recreational activities also brought more people to some of these areas, making it necessary for federal and state land management agencies to plan for diversified resource use.

Federal and state law introduced cultural resources management as another new element in land use planning during this era. By these laws, qualifying projects that would potentially affect prehistoric or historic resources judged significant must take measures to mitigate all negative impacts on those resources. To satisfy the requirements of these laws, applied archaeologists and public historians began to devise innovative techniques of study, making in the process an increasingly important contribution to knowledge.

The course of the Delta's development during this most recent period awaits detailed historical treatment. John Thompson's major work carries the story into the 1950s, and no other author has yet attempted a general treatment of the later years that might relate to the work by Thompson. Fortunately, for purposes of cultural resources identification, assessment, and management, this lacuna in the historical literature is not a problem; the federal guidelines specify that no structure or cultural feature will ordinarily gain consideration for National Register listing if it less than fifty years old. Consequently, the historical resources database for this project contains no entries for sites or structures with a more recent origin than 1940. For the same reason, this historical overview can terminate at this point, without undertaking the type of archival study that would be necessary to reconstruct the recent history of the Delta region.

LONG RANGE HISTORICAL TRENDS

As historians have repeatedly pointed out, specific patterns of farming activity typify the various ethnic groups that are closely associated with the development of the Delta, and these patterns have remained fairly consistent over decades. Both native-born whites and immigrants from northern Europe, as John Thompson has summed up these patterns, tended soon to become owner-operators who were particularly interested in grain, fruit, and stock (Thompson 1957: 321). This tendency was reinforced by cultural tradition, farming skills, and the social setting: experienced farmers, for the most part, intending to resettle permanently, the men of these groups usually arrived with wives and families, or they soon brought either their wives or prospective wives from their former home country, or they rather easily made marriages and began families with women from a similar background who had arrived in California as part of their own family group.

Among other ethnic groups who contributed to Delta history in a major fashion, Italian and Portuguese immigrants, at first lacking capital to purchase lands, were likely to become share tenants or rent lands, and later to buy acreage for small farms. Chinese immigrants--overwhelmingly males without resident families--also worked as tenants on shares, leased farms, or they hired out as agricultural labor for market-garden crops and row crops. Japanese immigrants, who were arriving as married couples or family groups in substantial numbers by 1900, usually attempted to move from tenant farming to land ownership as quickly as possible. Immigrants from the Philippines and India (including Moslems from the area of Pakistan) tended originally to approximate the pattern of male-only immigration.

For reasons not at all clear, certain specific ethnic groups among farm tenants, share croppers, and wage workers showed an apparent strong preference for specific crops. At least in some cases the customary association between crops and labor groups may have been rooted in the cultural perceptions of farm owner-operators and managers. In other cases, it was certainly the ethnic farm laborers who meant to achieve a priority role in one or another type of agricultural labor. The widely recognized prevalence of Chinese immigrants as the main labor force in Delta reclamation and farming during the nineteenth century has recently been given detailed examination by Sucheng Chan (Chan 1986: 158-224 et passim). "Once Chinese immigrants discovered the advantages of a certain economic activity," Chan observes, "they worked to dominate it," a phenomenon quite apparent in Delta truck gardening and potato farming (Chan 1986: 222).

The history of other immigrant groups who became prominent in Delta agriculture is not nearly so well documented. Along with the Chinese, John Thompson notes, Japanese and Indian Hindu

laborers became prominent in the asparagus fields before World War I, while immigrants from the Philippines also made work in the asparagus fields their toil of choice in Delta agriculture during the 1920s and 1930s (Thompson 1957: 347-48, 369). The Delta sugar beet industry from its beginnings attracted a large proportion of Mexican-born workers. Chinese and Japanese workers typically harvested orchard fruits for Delta operator-owners before World War II, while Mexican nationals came to assume a larger role in this particular work force during the post-war period. Wider employment for Mexican-born workers since the 1950s has been encouraged by the U.S. government's immigration policies, designed to provide farm employers with a cheap labor source by making special provision for seasonal bracero immigration while maintaining a restrictive national origins quota system as a barrier to permanent immigration.

The various immigrant groups involved in the Delta's historical development have demonstrated variations within the well-known typology of sojourner and settler societies. These terms distinguish between groups that migrate temporarily from a place of origin to a new location, expecting to return in time, and those that migrate permanently, expecting thenceforth to make their homes and their family's home in the new location. Sojourners come to work for a limited period of time, although that period may stretch through the effective working life of the individual. They intend to make good wages, or they expect by good fortune to gain great wealth; in either case, they anticipate from the start that they will be able to move "back home" and retire in comfort after their sojourn in an alien land. Settlers, in comparison, leave their native country in the belief that the best opportunities for permanent comfort and happiness are to be found elsewhere.

Typically, sojourner societies are composed mostly of young to middle-aged males, unattached or at least unaccompanied by women. Like the population of the California mining camps during the gold rush era--a clear model of a sojourner society--these societies tend toward public displays of dare and violence, an affection for gambling, a primary dependence on prostitutes for sexual gratification, and widespread use of alcohol or opium as recreational drugs. Among men of the same or similar ethnic backgrounds, various types of voluntary membership groups--lodges, brotherhoods, fraternal orders, district associations, social clubs, and the like--come to form a basis for bonding and common action among men in sojourner societies. These organizations are frequently characterized by a multiplicity of arcane secret rituals and paraphernalia, accompanied perhaps by semi-mystical claims on the beliefs of their members. They may come to function as mutual protection, insurance, investment, welfare, or burial societies for the members, and service societies for the wider community. And some, of course, amount to no more than

rowdy fellowships for drinking, gambling, and whoring among friends and familiars.

In sharp contrast to sojourner societies, settler societies are typified by a large presence of females and a wide age distribution of the population. Although population demographics vary from group to group and period to period, settler societies tend to begin with a dominance of couples in their prime working years, from the late teens to the mid-thirties in age, then to mature with a rapid birth rate and the continuing migration of collateral family members from the groups place of origin. The social life of settler societies centers on the family and family-related institutions: churches and other religious organizations, schools, and recreational organizations for family activities. Public violence is rare, while community opinion regards addiction to gambling, sexual promiscuity, and the abuse of alcohol or drugs as deviant behavior, more or less threatening to the well-being of the society. Many types of behavior regarded as normal among sojourner groups may be defined as criminal activities by members of a well-established settler society.

Within the Delta region, as in many parts of the American West, the nature of the local economy has historically created and sustained a mosaic pattern of settlement, in which a variety of social groups live side-by-side. These groups have been differentiated in part by their national origins, ethnic backgrounds, and distinctive cultural practices. But they have been differentiated also by the basic social traits that everywhere characterize the disparities between settler and sojourner communities. In particular, settler landowners and sojourner farm workers have shared in differing ways and differing proportions the risks and the benefits that come from their mutual attempts to make a living in the Delta. The perceptions of each other formed by these groups, while often a cause for misunderstandings that went far beyond economic rivalry, have tended to remain remarkably free of sharp rancor. Delta history has seen little of the type of racial, ethnic, and class divisions that produced bitter political disputes and economic struggles in the cities and larger towns of California and other parts of the American West. Perhaps due to the dominance, from an early date, of an established multi-cultural settler society among the early farmer-employers of the Delta region, a type of amiable paternalism in labor relations and a broad tolerance in social affairs has usually characterized life in the Delta region.

In contrast to earlier periods, the modern agricultural and small town economy in the Delta's rural areas offers no important role to sojourner groups except for migratory farm laborers. The lack of an enduring economic role for most sojourner groups has meant that the Delta's cultural geography has changed substan-

tially from one era to the next. But the modern changes by no means end with the declining presence of sojourner societies. The continuing movement toward full-scale industrial farming in many parts of the Delta--with accompanying changes in transportation technology, consumer habits, educational and employment opportunities, and popular cultural values--threaten as never before to dislocate and set adrift long-established Delta settler groups.

Here, as in most parts of the rural West, older folks take alarm at the fact that most children and grandchildren must seek their opportunities elsewhere. More profound is the forced relocation of mature, established families who find themselves no longer able to carry on a way of life that has sustained several generations within the Delta region. The lands of the Delta continue to raise great amounts of food, but they now support less people than at any time since large-scale reclamation began. In this way, as in many others, the history of the Sacramento-San Joaquin Delta continues to demonstrate in microcosm the wider historical trends that are continuing to reshape rural and urban society throughout the American West.

SITE CHARACTERIZATION

The following five subsections describe the basis for the site characterization that underlies the historical matrix concept, the site inventory, and the analysis of sites within the Delta APE.

DESCRIPTION

Each identified site is categorized as to the type of resource that is present, so far as revealed by this documentary research effort. These categories are very broad, indicating simply whether the documentary record demonstrates the existence of a building, a structure of some type other than a building, or simply a site of activity that may have left physical evidence for field investigation.

Key to Site Description Designations

BLD = Building
SIT = Site
STR = Structure

In addition, the database provides a "No site" designation. This label applies to land units within the federal cadastral survey system that, according to the documentary investigation, have never been the scene of house or building construction or other activities that might have added to the inventory of historical resources.

SITE TYPE

Individual sites are categorized by a single designation for the type of activity represented by the site. Altogether, twenty-one separate types--including OTHER as a miscellaneous catchall designation--are identified in the study.

Site type designations are self-explanatory for the most part, since they indicate a building structure or some other form of the built environment with a specific known function, documented in the cartographic or archival record. A church, a school, or a dam, for instance, can each be succinctly described for the purposes of historical resources inventory. These designations indicate nothing about the scale, the design, or the structural

features of the property; they are simply identifying tags, based on the existing cartographic and archival record.

Some site type designations do not identify a specific building or other structure, but imply the presence of some structural features. A cemetery, for example, a boat landing, or a railroad crossing each demonstrate this form of typological characterization. Under the same rubric may be classed military sites or reservoirs, identified here as specialized historical site or land use categories without implying the presence of particular structures.

Other designations indicate linear features that can be apparent either from structural evidence or alterations in the landform. Such features include trails, roads, or canals.

Still other designations are applied to named sites that are associated with transportation services and that usually have no prominent structural features. River ferry sites, river or lakeside boat landings, and railroad crossings come under this heading.

Key to Site Type Designations

BRG = Bridge
 CAN = Cannery: one or more structures
 CEM = Cemetery
 CHU = Church: one or more structures
 CIT = City: two hundred or more structures
 CMM = Commercial
 CMP = Camp development: one or more structures
 CNL = Canal: linear feature
 DAM = Hydraulic power or irrigation dam
 FRM = Rural ranch or farmstead
 FRY = Ferry site; one or more structures may be included
 in the site
 ISL = Isolated feature, specific land use unknown
 LND = Ship or boat landing site
 OTH = Other form of land use; see comments
 RDH = Road or highway: linear feature
 RDX = Roadhouse, stage station, or roadside tourist facility
 RES = Reservoir impoundment
 RRX = Railroad crossing, station, or service facility
 SCH = School: one or more structures
 TWN = Town: fifteen or more structures
 VLL = Village: five or more structures

This listing also provides classifications for combined land use sites like villages, towns, and cities. By definition, a village is the term used for a settlement of five or more

structures, a town is identified by fifteen or more structures, and a city is regarded as a site with two hundred or more structures. These designations, at the risk of being arbitrary, are keyed to the customary terminology of the United States census; but they are tempered as well with intuitive judgment based on the examination of a great many rural and urban settlements for comparative historical study.

While they are not meant as a precise guide to each site, these designations are useful to indicate the character of the historical resource, its possible extent, and to supply an approximate idea of the type of evidence that might be discovered in situ. They add to the value of the preliminary documentary research as a predictive tool for the field survey stage of cultural resources management investigations.

HISTORICAL THEMES

Each recorded resource is classified also according to the main historical theme it represents. These themes, thirteen in all for the present study, in part designate a kind of activity limited to one sector of the economy, such as agriculture, industry, or transportation. Non-economic activities are represented by such themes as education, recreation, and religion. Rural villages or other outlying settlement centers may be assigned the theme of RUR, rural settlement focus, meaning to indicate that small-scale commercial activity may be mixed at these sites with other primary economic or social activities. The theme MXD, standing for a mixed commercial, industrial, and/or service economy, is customarily applied here to larger settlement centers with more varied and complex economic functions.

Key to Historical Theme Designations

AGR = Agriculture: ranching and farming
 CML = Commercial: trade and commerce
 EDU = Educational activity
 FSH = Fishing: commercial fishing facility
 IND = Industrial
 MIL = Military activity or facility
 MXD = Mixed commercial, industrial, or service economic activity
 REC = Recreation activity
 REL = Religious activity
 RUR = Rural settlement focus
 TRN = Transportation activity or facility
 UNK = Unknown
 WAT = Water resource development

This designation of historical themes follows a direction taken in the original state history plan. Although the categories are crude tools for analysis, they offer a capacity for generalization that can help distinguish patterns of economic growth in one region and another. They indicate the prevalent kinds of activities represented by the resource base in a way convenient for both quantitative summation and qualitative evaluation.

HISTORICAL ERAS

Based on the descriptive structure of historical development established in the historical overview, this study identifies five historical eras related to specific site identification and characterization. Each site or historical property is assigned to one or more eras, the assignment based on the documentary evidence derived from cartographic and archival research. This assignment indicates only that, so far as the evidence demonstrates, the particular historical resource was present during the indicated era(s). Gaps in the evidence make it entirely possible--and in some instances quite likely--that the resource did also exist at the site prior or subsequent to the designated era(s). Precise dating will only become a matter of concern, requiring more specialized archival research in unpublished local records as well as field examination, for those properties that have a high level of potential for meeting National Register criteria.

In the recordation of sites and their analysis, these historical eras are identified by capital letters A through E, as the following listing indicates:

Key to Historical Era Designations

A = The Frontier Era	1770s-1840s
B = The Pioneer Era	1840s-1880s
C = The Modernization Era	1880s-1920s
D = The Centralization Era	1920s-1950s
E = The Recent Era	1950s-1980s

The five historical eras are related to broad historical trends in California, the American West, and the nation. They provide a convenient set of categories for site identification. Their designation, however, is not meant to obscure the larger continuities in historical processes that join one period to another. The classification is essentially an intuitive one; but, as the historical overview indicates, it is based on an array of political, social, cultural, and economic criteria familiar to historians. The congruence between these criteria and the material culture evidence surviving in the field will be an interesting point for future inquiry.

POTENTIAL HISTORICAL RESOURCE SENSITIVITY (PHRS)

Also keyed into this historical resources inventory is a series of numerical symbols showing an assessment of potential historical resource sensitivity (PHRS). Each identified resource is assigned one number, corresponding to the principal investigator's best professional judgment about the sensitivity of the resource to project impacts. The numbers in this usage are arbitrary symbols, adopted for convenient descriptive purposes. They are not, it is necessary to emphasize, actual numeric values that might be cumulated, indexed, or otherwise manipulated arithmetically to yield any meaningful total.

An explanation of these numerical symbols will help to clarify the point. They are given here as they appear on the key to the historical resources inventory (Appendix A).

1 = Significant resource(s) present. This designation is reserved for resources actually listed on the National Register of Historic Places or nominated for the National Register. (No National Historic Landmarks are located with the Delta APE). It indicates a site with a significant status already determined by qualified professional according to the criteria specified in federal historic preservation law.

2 = Sensitive resource(s) present. This designation applies to resources that are recognized as historically important by a state or local agency. It includes California State Historical Landmarks and sites recognized on county or municipal historical registers. It denotes that the site has not been proposed for a National Register listing. Further study, including a field examination to determine site integrity, will be necessary before a final assessment can be made.

3 = Resource(s) present; may be sensitive. This designation applies to properties that have documented historical associations and that are known still to have been present at a recent date. Field survey or assessment of the site is necessary to determine the property's integrity before any judgment of potential eligibility can be reached.

4 = Resource(s) present; not sensitive. This designation applies to resources that are currently present, but that cannot be considered sensitive. In other studies the PHRS 4 designation applies mainly to extant roads and railroad lines. Although undoubtedly dating to an earlier era and carrying historical associations, these types of resources usually have no demonstrable importance for historical research. Since the principal investigator did not record roads and railroad lines as part of

this inventory, this study does not apply the PHRS 4 designation to any properties within the Delta APE.

5 = Resource(s) may be present; sensitivity undetermined. This designation applies to sites that are associated with a recorded resource at an early date, but with the presence of the resource not now established by the cartographic or archival record. Field survey of the site is necessary to determine whether the resource is present and whether it has integrity before it can be assessed by National Register criteria. In project areas where field surveys have been limited and few sites have been previously evaluated according to federal criteria, such as the Delta APE, the PHRS 5 designation will predominate in the site listings.

6 = Potentially significant historical activity recorded. This designation applies to sites that are known to be associated with an event or process of recognized historical importance or significance. Field survey is necessary to determine whether a resource with integrity is present.

7 = Sensitive historical activity recorded. For the present study, this designation applies solely to recorded grave sites and cemeteries, directing attention to a form of historical activity that presents a special challenge to cultural resources management. Possibly field survey will demonstrate whether a resource of potential significance exists at such a site, but these historical properties in any case present special impact problems because of social and cultural considerations.

8 = Historical activity recorded; not sensitive. This designation applies to sites associated with recorded historical activity, but which are known to have no resources intact with potential significance.

9 = Historical activity may be recorded; sensitivity not determined. This final designation is reserved in the present study for land locations for which the principal investigator has found no cartographic evidence for historical activity and no documentary record to demonstrate that a building or other structure ever was present. While documentation for these sites might possibly be developed through an exhaustive investigation of land grant, land entry, land sale, and local property tax records, this research task would go far beyond the limits of the plan of work for this study. Such intensive study should be undertaken only if field survey reveals the presence of intact resources that appear to have potential significance by National Register criteria--an unlikely case indeed.

Key to PHRS = Potential Historical Resource Sensitivity

- 1 = Significant resource(s) present
- 2 = Sensitive resource(s) present
- 3 = Resource(s) present; may be sensitive
- 4 = Resource(s) present; not sensitive
- 5 = Resource(s) may be present; sensitivity undetermined
- 6 = Potentially significant historical activity recorded
- 7 = Sensitive historical activity recorded
- 8 = Historical activity recorded; not sensitive
- 9 = Historical activity may be recorded; sensitivity not determined.

STUDY FINDINGS AND CONCLUSIONS

Altogether the historical resources database for this project contains 1,609 entries (Table 3). The study identified 1,358 separate historical resources and resource sites. In addition the database lists another 251 land units (sections or partial sections) within the Delta APE that contain no sites. The "No sites" entries, it should be explained, are an artifact of the recordation procedure: they provide a cross-check on the comprehensive nature of the research coverage, and they demonstrate that the principal investigator and his staff made a specific search for data concerning each of these land units.

SIGNIFICANT AND SENSITIVE SITES

Included among the resources listed in the database are sixteen sites recognized as historically significant according to the criteria established for the federal government's National Register of Historic Places (PHRS-1). The oldest are the Montezuma House, a redwood sheathed adobe constructed in 1846 by Lansford Hastings, and the Stone House built for Dr. John Marsh in 1856. The other residential structure in this category is the William Johnson House, called Rosebud Farm, placed on the National Register in 1979, subsequently damaged by fire, and currently undergoing a process of reconstruction to maintain its historical integrity. In addition, the listing contains the Weber Primary School in Stockton, built in 1873.

Alongside these individual structures, PHRS-1 entries include four town designations: Locke, Walnut Grove, Washington (Broderick), and Old Sacramento. Significant historical resources at each of these localities are situated in close proximity to the Sacramento River.

The other type of resource that appears in the database with a PHRS-1 designation is historic bridges. The database includes a total of eight bridges, the I Street and the Tower Bridge that connect Sacramento with Broderick, and six bridges located in the Delta that in 1985 were found eligible to be included on the National Register as the result of a bridge inventory conducted by the State Department of Transportation. These six are the Paintersville Bridge, the Freeport Bridge, the Middle River Bridge, the Isleton Bridge, the Old River Bridge, and the Bacon Island Road Bridge.

The inventory contains twenty-eight PHRS-2 entries, indicating sites that are recognized as historically important according to criteria established by the State of California or by agencies of local government. Residential structures that appear in this category are the McCabe House located in Contra Costa County three miles east of Brentwood, the Beach House on the east bank of the Sacramento River just south of Freeport,

Table 3: County Analysis by Type, Era, and PHRS

Value	ALA	CCO	SAC	SJO	SOL	YOL	ALL
No site	9	36	18	77	64	47	251
SIT	-	47	113	106	38	31	335
BLD	2	148	298	323	96	101	968
STR*	-	6	20	23	2	8	55/59
Total	11	237	449	529	200	187	1609/13
Era-A	-	-	-	2	1	-	3
Era-B	-	37	87	31	12	42	209
Era-C	1	150	291	342	102	58	942
Era-D	1	110	239	228	56	75	705
Era-E	-	26	25	19	8	11	85
PHRS-1*	-	2	9	4	1	4	16/20
PHRS-2	-	11	8	8	1	-	28
PHRS-3	-	19	40	54	10	10	133
PHRS-4	-	-	-	-	-	-	-
PHRS-5	2	153	367	378	120	124	1144
PHRS-6	-	2	1	-	-	-	3
PHRS-7	-	3	-	-	1	-	4
PHRS-8	-	11	6	6	1	2	26
PHRS-9	9	36	18	79	66	47	255
Total	11	237	449	529	200	187	1609/13

*A statistical anomaly appears in this category, resulting from a double reporting of four bridges that span county lines. The one site record for each bridge carries a designation for both counties. As a result the county database reports four additional structures that are classified as PHRS-1.

and Myer's River Mansion, which is located on Grand Island alongside Steamboat Slough. Among other structures, this listing also contains the Excelsior School and the Iron House School. In addition, the PHRS-2 category applies to all or part of eight towns located within the Delta APE: Stockton, Pittsburg,

Antioch, Brentwood, Courtland, Byron Hot Springs, Freeport, and Isleton.

Also prevalent in the PHRS-2 category are a variety of sites that now apparently lack buildings or associated structures with historical integrity. These include the Benson Ferry Site, Toland Landing, and New Hope Landing, as well as the sites of Mokelumne City, Byron, and Sutterville. In the Stockton area, the Weber Point and the Lindsey building site both have recognition that makes them a part of the listing. A unique resource that appears in this category is the Steamboat Slough Dolphin, an early navigational aid that has gained historical designation. Finally, the site of the Battle of the Stanislaus and the site of Camp Union both appear within the PHRS-2 category.

The inventory identifies a total of 133 sites designated as PHRS-3. All of these sites could have a high potential for historical study, and field investigation may demonstrate that they contain resources of importance or significance according to local, state, or regional criteria. The interest of historic preservationists and other local enthusiasts has previously served to call attention to what are probably the most outstanding architectural sites with historical importance or significance in the Delta area; but it remains quite possible that other meritorious sites listed in the PHRS-3 category may also be identified through field investigation.

Predictably, the PHRS-5 category contains the largest number of sites in the inventory, a total of 1148. Each of these entries identifies a location where a resource of one type or another existed at some point, according to the cartographic and documentary record seen by the principal investigator. While the likelihood is slight that any one specific location included among the sites in this category will be found to contain a property with historical importance or significance according to state or federal criteria, none can be written off or dismissed from consideration without field investigation. As noted earlier, the prevalence of sites with this designation in the historical resources listing is largely a function of the relative lack of earlier cultural resources inventories or related studies within the Delta APE.

The principal investigator has applied the PHRS-6 designation to only three site listings, the Lisbon School, the Lone Tree School, and the Pittsburg Coal Company wharf. Each of these sites at one time contained a structure of a character that has been given historical recognition elsewhere within the project area. Whether a similar structure with historical integrity now exists at any of these specific places can only be determined by field investigation. If so, the probability is high that it

would constitute a resource of historical importance or significance.

The Delta APE contains four cemeteries, listed with a PHRS-7 classification in the historical resources inventory. All four appear to be formally recognized by local agencies. Not given a status as historically important or significant, these locations nonetheless must have particular notice and specialized treatment in future cultural resources management planning for these areas.

The historical resources listing includes twenty-six site entries identified in the PHRS-8 category. Each represents a locality where historical activity has taken place, but which are quite unlikely to qualify for recognition under existing federal, state, or local historical resources laws and regulations.

Finally, the PHRS-9 category applies to all those inventory entries, numbering 251 in all, for which no record of historical site activity exists, and no evidence appears in the cartographic and documentary sources seen by the principal investigator to indicate the presence of a historical building or other structure.

DATA PATTERNS

Analysis of the site data demonstrates that the Delta APE can be regarded as a single, relatively homogeneous region of historical development, a conclusion that documents the conventional wisdom of historians and others interested in this area. While distinctions are clear in the distribution of sites between one district of the Delta and another, particularly a distinction in the prevalence of settlement between the northern and the southern areas of the region, these distinctions are relatively inconsequential within any wide framework of reference. The tabulation of site types and themes shows from area to area, within the county boundaries defined here as units of analysis, a general congruence that emphasizes the high degree of consistency in the sequence and nature of historical development throughout the region (Table 4, Table 5). In this case, geography has obviously exerted a major determining effect on the evolving pattern of land use and settlement.

The characteristics of the database for the Delta APE reinforce a view of this region as a non-typical agricultural area, its very existence as a district for farm settlement representing a triumph of modern environmental engineering. Historically, the database helps affirm, Delta agriculture moved from an era of intensive hand labor to a reliance on an advancing machine technology to reclaim and to grow crops on soils that are among the richest, most productive in the world. And Delta society, according to the selective sample

of sites provided by the data base, evolved mainly within a narrow range of geographical locations keyed to waterways rather than to highway or railroad routes.

Table 4: Tabulation of Sites by County and Type

Type	ALA	CCO	SAC	SJO	SOL	YOL	ALL
BRG*	--	3	14	17	--	5	35/39
CAN	--	--	9	4	2	--	15
CEM	--	4	2	4	--	1	10
CHU	--	1	1	2	2	--	7
CIT	--	7	--	1	--	--	10
CMM	--	--	1	--	1	--	2
CMP	--	24	1	50	2	1	78
CML	--	--	2	--	--	--	2
DAM	--	--	2	--	--	--	2
FRM	--	9	11	6	3	3	32
FRY	--	4	4	13	7	2	30
ISL	--	87	178	226	83	51	627
LND	--	20	92	64	20	187	215
OTH	--	4	4	4	1	1	14
RDH	--	--	--	1	1	1	3
RDX	--	--	--	2	--	--	2
RES	--	14	76	12	--	31	135
RRX	--	7	1	3	3	11	25
SCH	--	5	19	19	2	9	54
TWN	--	6	17	21	4	2	50
VLL	--	5	2	3	3	3	16
No site	9	36	18	77	64	47	251
Total	11	238	449	529	200	187	1609/13

*A statistical anomaly appears in this category, resulting from a double reporting of four bridges that span county lines. The one site record for each bridge carries a designation for both counties. As a result the county database reports four additional structures that are classified as PHRS-1.

Table 5: Tabulation of Sites by County and Theme

Theme	ALA	CCO	SAC	SJO	SOL	YOL	ALL
AGR	--	32	21	59	7	4	123
CML	--	--	--	2	--	--	2
EDU	--	5	19	19	2	9	54
FSH	--	1	1	1	--	--	3
IND	--	2	3	3	--	--	8
MIL	--	--	1	1	--	--	2
MXD	--	17	19	25	7	7	75
REC	--	3	1	2	1	1	8
REL	--	5	1	2	2	1	11
RUR	--	14	76	12	2	31	135
TRN*	--	34	111	97	31	35	304/08
UNK	2	87	178	227	83	52	629
WAT	--	2	--	2	--	--	4
No site	9	36	18	77	64	47	251
Total	11	238	449	529	200	187	1609/13

*A statistical anomaly appears in this category, resulting from a double reporting of four bridges that span county lines. The one site record for each bridge carries a designation for both counties. As a result the county database reports four additional structures that are classified as PHRS-1.

DATA RELIABILITY

How reliable is this database? Historical knowledge of the circumstances under which the cartographic record has been compiled provide one reason for a substantial measure of critical caution in the use of the database. In northern California as elsewhere, the areas earliest settled were usually the areas earliest mapped. For this reason Mexican land claim maps, the diseños, provide a first cartographic record of early settlement activities within some parts of the Delta region and adjoining areas. A second record appears in the U.S. General Land Office's cadastral survey maps and field notes, which conventionally document the original federal surveys for territory not included within Mexican land grants and so classified as public lands under the authority of Congress. Professional surveyors drew both the diseños and the cadastral survey maps, usually with reasonably high standards of accuracy. Both types of maps record

all types of structures and prominent natural features observed by the surveyor, making these documents an information source that is usually reliable (Owens 1990B).

For a large part of the Delta APE, however, the diseños and cadastral survey maps are equally irrelevant. Congress granted these lands to the state of California under the terms of the swamp and overflow lands legislation, and in turn the state government established its own provisions for transferring the wetland acreage to private ownership. Typically, private purchasers or grantees conducted their own surveys for tracts of land that could qualify for swamp and overflow land status, while state officials recorded only metes and bounds on crudely drawn entry maps intended to indicate only the legal delineation of these irregularly-shaped tracts at the time title passed into private hands. The roughly made entry maps, found in the holdings of the California State Lands Division and the State Division of Water Resources, were created for a narrowly defined special purpose; they do not provide any useful evidence concerning settlement sites, structures, or even natural features on the land.

Since neither the state nor the federal government have ever adopted a systematic, comprehensive approach to the survey of the Delta area that might provide ample cartographic documentation of historical activities, ambitious researchers may be inclined to investigate county or municipal title records, tax assessment records, reclamation district records, or similar documentation compiled for local purposes. The effort will probably prove futile. These local records also lack the type of detail concerning settlement sites and structures that historians seek. They record the pertinent legal information, including title transfer data and figures for assessed valuation; but they do not usually describe the physical features of buildings or other structures that may be a part of the property.

The only effective cartographic resources for the early period in these areas are the maps prepared by private business organizations or county governments. In most cases private publishers, such as the firm of Thompson and West in Oakland, expected to make a profit on the sale of maps to persons interested in the settlement and development of the areas displayed. These maps, some published in the form of county atlases, in many instances accompanied local promotional tracts or pioneer county histories--which showed some of the same characteristic as the promotional tracts. The Thompson and West publications and similar works updated government maps or supplied the place of general maps where government maps were lacking. These atlases usually recorded individual house structures and other buildings. In addition, some county governments sponsored the publication of county maps during the early years of the twentieth century. Such county maps ordinari-

ly did not show physical structures, but did indicate land ownership status and the names of landowners. Again the standards of accuracy are reasonably high.

After the completion of the original cadastral surveys, the United States Geological Survey assumed federal surveying responsibilities in California. The result is the USGS map series, which began with maps on such different scales as 1/25000 and 30', and which was then standardized on the 15' and 7.5' scales by the 1930s. These USGS quad sheets, dating in the earliest cases from the 1880s and 1890s, show structures as well as topographic features, but do not ordinarily attach names to the designated structures. USGS resurveys took place periodically, particularly for those areas where the pace of development made the greatest changes in the built environment. From the beginning, the standards of accuracy for USGS survey maps has been exceptionally high. The series of USGS maps for the study area make it possible to repose high confidence in the reliability of the data base for twentieth century historical resources.

In addition, the State Division of Water Resources has on file in its Sacramento headquarters a series of highly detailed maps for the Delta region, compiled in 1936 by the U.S. Hydrographic Survey Office from the first detailed aerial photographs for survey purposes. These maps provide a wealth of cartographic data for a period in which Delta agriculture relied on large populations of tenant farmers and contract farm laborers. Hence they provide a unique opportunity to correlate the record of agricultural practices with a changing cultural geography.

As a supplement to the cartographic data, the available published sources offer only limited information on specific historical sites within the project area. The older county histories, often made the sole basis for information in historical resources projects by investigators who lack specialized historical training, are frequently unreliable. Invariably they are colored by antiquarian concerns, filiopietistic bias, and a total absence of interpretive insight regarding issues of interest to historians. Moreover, works in this category demonstrate a primary concentration on urban topics and urban people rather than the rural areas that are the main concern for most cultural resource investigations.

During recent years, despite a general popular upsurge in historical interest, the study of local history for any but antiquarian and romantic or nostalgic purposes has lagged in California. With the singular exception of Sucheng Chan's outstanding work, researchers into the history of the Delta region have made extremely limited use of local archival records to investigate the social, economic, and cultural history of the area--a situation characteristic throughout California (Owens 1986).

The regional Archeological Information Centers of the California Archeological Inventory (CAI) provide a body of site-specific data for areas that have previously been surveyed, preserved on site forms that record all prehistoric and historic archeological sites that have been surveyed in the district. These sites are labelled by the CAI trinomial system that distinguishes each recorded site. The inventory indicates the cases where CAI sites are documented by other sources.

To sum up the discussion, the database can be used with a generally high level of confidence in its reliability. The data that are reported may be regarded as accurate. Undoubtedly gaps exist in the data record, especially for the more isolated, less frequently surveyed territory in the study area. Field survey will provide a control for such gaps. There is every reason to believe, on the other hand, that no sites or properties of established historical significance or substantial sensitivity are missing from the data base.

DATA LIMITS AND DATA BIAS

The circumstances for gathering and recording the research data create certain forms of bias in the database that need to be specifically mentioned, since this bias may color all discussion of the patterns that can be derived from the historical resources inventory. Most evident, analysis of the data base is heavily influenced by the proportion of sites that cannot be positively identified as to resource type or historical theme. While it was possible to make a positive identification of the historical era for all sites on the basis of cartographic and archival records, fully 627 sites--46.2% of the total 1358 identified sites--lack a positive identification of the resource type represented at the site. These unidentified sites are classified as isolated, ISL, a term borrowed from archeology to indicate here that no documentary context establishes beyond doubt the typological character of the site. Likewise, most of these same sites--629 or 46.3% of the total--cannot be identified as to historical theme, and so are listed as unknown.

The prevalence in the database of sites typed as isolated, unknown, is largely a function of cartographic research. On most kinds of maps utilized in the study, individual structures are marked only by a dot and sometimes by a name. It is highly reasonable to presume that far and away the greatest number of these sites are actually rural farmsteads or ranch properties. In compiling the data, however, the historical researchers did not make such an identification unless the source document labelled the site as a farm or ranch, or showed clear indications of agricultural activity. It will become important to provide a more specific identification in these instances only if field survey demonstrates the existence of a site with structural integrity and historical eligibility for significance under

National Register criteria. But all interpretations of the data base must keep in mind that it is skewed to under-report these individual rural sites as farm or ranch properties.

Over-reporting of transportation sites is another function of the study's methodology. The database contains 215 sites (15.8% of the total) identified as landings, and altogether 304 sites (22.4% of the total) categorized as thematically related to transportation. Some of these sites are extremely marginal additions to the historical record, present merely because the cartographic evidence preserves a record of steamship or boat landings that in many instances were no more than a few boards extending into the waterway, or merely a point along the riverbank or levee where a potato boat or gasoline-powered launch could nudge up alongside the bank. Moreover, many landings were the site of farm camps or small commercial operations, but they were called landings by contemporaries and were so recorded on the maps that became sources for this study.

The absence of field surveys for inventory purposes over most of the study area, together with the relative scarcity of site-specific local detail in the historical literature, limits the study's ability to provide a definitive assessment of site evidence at this stage of investigation. Consequently, a large number of identified sites in the data base (1148 or 71.1%) are listed on a conditional basis under PHRS category 5: resource may be present, sensitivity unknown (Table 4). Without a field survey for this category of identified sites, it cannot be determined whether a structure or other resource that once existed at the specified location is still extant. Moreover, even at those sites that, according to the documentary evidence, are highly likely to contain structures with potential historical importance, it is absolutely impossible to assess the integrity of a resource without making a detailed field investigation. Hence, no investigator can make a final judgment of the significance or potential significance of any historical resource simply on the basis of documentary evidence.

THE PROJECT'S SIGNIFICANCE FOR HISTORICAL KNOWLEDGE

The conduct of site-specific research and the preparation of historical overviews are two aspects of the process required in making assessments of historic properties. The benefits of the process, according to the rationale on which federal and state historical preservation law is grounded, go beyond any particular study or individual project to provide an enhancement of historical knowledge and a wider base for public understanding of the cultural values rooted in the past of our region and our nation.

The broader benefits to be gained by the scholarly community and the general public are quite evident in the present case. The social and cultural history of rural California presents wide open opportunities for research of major importance (Owens 1986). As recently stated by Thomas J. Schlereth, a leading figure in the historical study of American material culture, "the most innovative work is currently occurring at the local or regional level" (Schlereth 1985: xii). But for California, especially for rural California, this is a process of historical research still in its formative stage, a work in progress. Historical resource studies undertaken as applied history projects, required for cultural resource management purposes, are beginning to contribute to our gathering body of knowledge about the diverse patterns of local development found in California's past (Karamanski 1983; Gardner and Adams 1983; Owens 1984).

Above all, local studies including cultural resource investigations are helping illuminate the role of ordinary people in California. Here is a theme of uppermost importance for contemporary historical investigators and writers. And it is a theme that brings together many related concerns: matters of gender and ethnic identity, for example, the processes of pioneer settlement as a frontier movement, and the trend of social modernization that reshaped family patterns and the life of small communities around the world during the past century and a half. Likewise involved in this theme are the evolving relationships--in particular the economic and cultural relationships--between metropolitan centers, local market areas, and adjacent hinterland districts.

From a frontier era through a cycle of pioneer development, northern California with its pronounced regional differences provides virtually a historical laboratory for investigating differential patterns of community growth. During the successive periods of modernization and centralization, these marked regional differences continued to make a strong impress on the shaping of regional life and culture for rural people--mostly the ordinary people that today so interest historians. Inevitably,

further historical investigation of the study area will concern not only the physical evidence of the past. Through that evidence will come an opportunity to understand better the creation of community ties and the preservation of community values over time. In the light of contemporary concerns, these topics have no small importance.

RECOMMENDATIONS

So far as the principal investigator understands, the data reported in this study have no immediate applications to large projects now under way or in an advanced planning stage. This information will be useful principally for future consultation in the planning of cultural resources management and possible cultural resources surveys, leading to potential mitigation projects for any projects that will have an impact on the historical resources environment within the Delta APE.

In view of the limitations inherent in this investigation, it should be kept in mind that the preliminary identification of possible historical sites by cartographic and archival records has become a crucial research strategy for the purposes of cultural resources management. This form of investigation is an extremely cost-effective management tool for arriving at an estimate of resource site characteristics, densities, and patterns of distribution. It provides a highly effective predictive device for planning and conducting field surveys at a later stage in the cultural resource study process. It also offers investigators the possibility for arriving quickly at an informed site assessment during the process of on-site data recordation during field surveys. Pre-field historical research thus makes the survey more efficient and more fruitful in gaining control over the field data.

Except where a property has already been determined as significant by National Register criteria, no final assessment can be made of any site or structure without field examination by a qualified historical specialist. Hence even many of the sites recorded recently in the California Archeological Inventory are designated as requiring field examination, not only to assess site integrity but to give the resource the required expert evaluation.

To provide the maximum benefits from this study to the sponsoring agency and other federal and state agencies with an interest in the Delta APE, it will be necessary to accomplish two goals. First, all agencies with legal responsibilities in the Delta region should be fully informed about the study and have full access to the final report. Each of these agencies will require sufficient copies of the report to make it possible for the responsible agency personnel to have the material readily available for reference purposes.

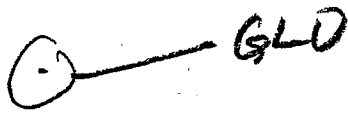
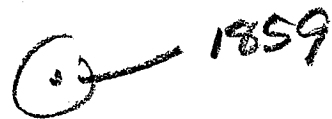
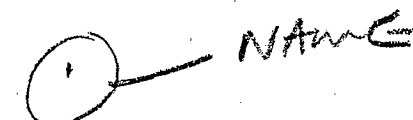

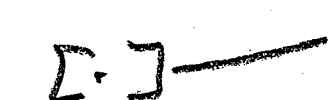
Second, the detailed computer database and accompanying base maps should be fully accessible for appropriate staff persons in the offices of the Army Corps of Engineers. To this end, the Corps should acquire a copy of the principal investigators' database management program, NOTEBOOK II, manufactured by the Pro/Tem company of Palo Alto and Walnut Creek. The principal investigator will then provide the Corps staff with a copy of the project database and conduct a familiarization program that will enable the staff to access and manipulate the data for future planning purposes on the IBM-compatible computer equipment in the offices of the Corps.

At the same time, the Corps staff should accession the base maps into the agency's reference collection, prepare and circulate an archival guide that will make known to interested parties the availability of this cartographic resource, and maintain the base maps in a condition of good preservation. If necessary because of wear and tear, in the future these base maps should be photoduplicated or replicated in some other fashion to preserve the data record that they embody.

Obviously, the base maps and the project's computerized database embody in encoded form the result of hundreds of hours of specialized professional labor. The property of the government, these materials should be carefully preserved and maintained effectively for use by interested investigators. A knowledge of their existence should be well publicized among the professional historical and archaeological community. It should be an objective of the Army Corps of Engineers and other government agencies to assure that none of this work will ever be unnecessarily duplicated.

KEY TO MAP SYMBOLS

The following symbols appear on the set of USGS base maps compiled by the principal investigator and his staff for this project. These symbols, adopted arbitrarily, may be related to the individual entries for each identified site in the database. Individual database entries, other researchers will observe, contain both cartographic and, where available, bibliographic references.

- | | |
|---|--|
|  | = General Land Office
cadastral survey maps
US Bureau of Land Management |
|  | = county and local maps
California State Library
and other repositories |
|  | = historical USGS map series
Doe Library, UC Berkeley |
|  | = historical USGS map series
Map library, UC Davis |
|  | = Hydrotopographic map set
State Lands Division Library |

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SACRAMENTO-SAN JOAQUIN DELTA, CALIFORNIA

HISTORICAL RESOURCES OVERVIEW

APPENDIX 1

INVENTORY OF HISTORICAL RESOURCES

Prepared by Kenneth N. Owens

Public History Research Institute

California State University, Sacramento

APPENDIX 1

INVENTORY OF HISTORICAL RESOURCES

Key to Site Inventory Symbols

The Inventory of Historical Resources is presented in tabular form, site by site, with each site identified and characterized according to a series of symbols shown on the following key. The designations of historical era, resource type, historical theme, and Potential Historical Resource Sensitivity are discussed in the body of the report.

Key to Site Description Designations

BLD = Building
SIT = Site
STR = Structure

Key to Site Type Designations

BRG = Bridge
CAN = Cannery: one or more structures
CEM = Cemetery
CHU = Church: one or more structures
CIT = City: two hundred or more structures
CMM = Commercial
CMP = Camp development: one or more structures
CNL = Canal: linear feature
DAM = Hydraulic power or irrigation dam
FRM = Rural ranch or farmstead
FRY = Ferry site; one or more structures may be included
in the site
ISL = Isolated feature, specific land use unknown
LND = Ship or boat landing site
OTH = Other form of land use; see comments
RDH = Road or highway: linear feature
RDX = Roadhouse, stage station, or roadside tourist facility
RES = Reservoir impoundment
RRX = Railroad crossing, station, or service facility
SCH = School: one or more structures
TWN = Town: fifteen or more structures
VLL = Village: five or more structures

Key to Historical Era Designations

A = The Frontier Era, 1770s-1840s
B = The Pioneer Era, 1840s-1880s
C = The Modernization Era, 1880s-1920s
D = The Centralization Era, 1920s-1950s
E = The Recent Era, 1950s-1980s

Key to Historical Theme Designations

AGR = Agriculture: ranching and farming
CML = Commercial: trade and commerce
EDU = Educational activity
FSH = Fishing: commercial fishing facility
IND = Industrial
MIL = Military activity or facility
MXD = Mixed commercial, industrial, or service economic activity
REC = Recreation activity
REL = Religious activity
RUR = Rural settlement focus
TRN = Transportation activity or facility
UNK = Unknown
WAT = Water resource development

Key to PHRS = Potential Historical Resource Sensitivity

1 = Significant resource(s) present
2 = Sensitive resource(s) present
3 = Resource(s) present; may be sensitive
4 = Resource(s) present; not sensitive
5 = Resource(s) may be present; sensitivity undetermined
6 = Potentially significant historical activity recorded
7 = Sensitive historical activity recorded
8 = Historical activity recorded; not sensitive
9 = Historical activity may be recorded; sensitivity not determined.

Additional Database Abbreviations

Tn: Township
Rg: Range
Sec: Section number

SITE NAME: UN = unnamed
SITE NAME: UNS = Unnamed structure(s)

Structure of the Inventory Listing

The historical resources inventory is structured according to the following sorting sequence, arranged in ascending alphanumeric priority: Quad sheet name; section, range, and township; county name; tract or grant name; site name.

INVENTORY OF HISTORICAL RESOURCES
SACRAMENTO-SAN JOAQUIN DELTA HISTORICAL RESOURCES OVERVIEW

Historical Site Listing by Township, Range, and Section, by Named Tract or Land Grant, and by Quad Sheet and County

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
2N 1E 20-30 UNS Maps: 1918 USGS.			Los Medanos BLD	Contra Costa C	Antioch North ISL UNK	5
2N 1E Empire site Maps: 1918 USGS.			Los Medanos BLD	Contra Costa C	Antioch North RRX TRN	3
2N 1E Los Medanos Maps: 1870 GLO, 1978 USGS. Refs: Smith and Elliott 1878: 35			Los Medanos BLD	Contra Costa B	Antioch North ISL UNK	3
2N 1E Pittsburg Coal Co. wharf Maps: 1870 GLO. Refs: See the entries for the town of Pittsburg and for Pittsburg Landing.			Los Medanos BLD	Contra Costa B	Antioch North LND TRN	6
2N 1E Pittsburg Landing Maps: 1918 USGS. Refs: Smith and Elliott 1878: 36; Munro-Frazer 1882: 471. Also see the entry for the town of Pittsburg.			Los Medanos SIT	Contra Costa C	Antioch North LND TRN	3
2N 1E Town of Hooper Maps: 1913 DLTA; 1917 USGS. Refs: Historic Record Company 1926: 140-41, 922-24 Note: Located adjacent to railroad tracks near modern Somersville Road.			Los Medanos SIT	Contra Costa C	Antioch North VLL MXD	3

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
2N 1E Town of Pittsburg			Los Medanos BLDS	Contra Costa B-C-D-	Antioch North CIT MXD	2
Maps: 1918, 1978 USGS. Refs: Hulaniski 1917: 383; Historic Records Company 1926: 140; Gudde 1969: 249; Hoover 1990: 62; Frickstad 1955: 23; Department of Parks and Recreation 1973: 56-57; Department of Parks and Recreation 1976: 98, 102; Delta Advisory Planning Council 1976: 44.1-44.7; Gregory and Soule 1977: 53 Note: Founded as town of "New York of the Pacific" in 1849, the site was later called Black Diamond. The name changed to Pittsburg officially in 1911, when a post office was established. According to a county inventory of historic resource areas reprinted by the Delta Advisory Planning Council, the following sites in the Pittsburg area classify as sensitive historic resources: Camp Stoneman; Early California Railroad, Pittsburg-Antioch Highway; Southern Pacific Railroad; Mulhare House; Kimball Home; Smith's Landing; Harkinson House; George House; Baker Hardware and Paint Store; Pioneer Hospital; Riverview Union High School; Brown House; Remfree House; Beede House; Cox House; Stamm House; Casino Theater; Antioch Grammar School; Empire Railroad Site Monument; Charles Marsh House; Joslin Home; Odd Fellows Hall; Atchison-Topeka and Santa Fe Depot; McKellips House; Antioch City Hall; Pittsburg Historical District; Congregational Church; Los Medanos Hotel; Black Diamon District Old Grammar School; Pittsburg Seventh Day Adventist Church; California Theater; Military Chapel, Stoneman Park; St. Peter Martyr Church; Dow Chemical Company; Johns Mansville Corporation.						
2N 1E No sites			Browns Island	Contra Costa	Antioch North	9
2N 1E 5 UNS			Winter Island BLD	Contra Costa C	Antioch North ISL UNK	5
Maps: 1918 USGS. Note: All sites at the south end, adjacent to Pittsburg Landing						
2N 1E 4-7 UNS			Kimball Island BLD	Sacramento B-C	Antioch North ISL UNK	5
Maps: 1870 GLO; 1918 USGS.						
2N 1E UNS			Sherman Island BLD	Sacramento C	Antioch North ISL UNK	5
Maps: 1918 USGS. Note: Adjoining Point Sacramento						
2N 2E 2 UNS			Donlon Island BLD	Sacramento C	Antioch North ISL UNK	5
Maps: 1918 USGS.						
2N 2E Donlon Landing			Donlon Island SIT	Sacramento D	Antioch North LND TRN	5
Maps: 1931 HTPO.						
2N 2E 15-20 UNS			Sherman Island BLD	Sacramento B-C-D	Antioch North ISL UNK	5
Maps: 1871 GLO; 1918 USGS; 1931 HTPO. Note: Most structures are sited along the waterways, bordering the Sacramento River, the San Joaquin River, and Mayberry Slough. Three structures are located one mile south of the Sacramento River in the middle of the island on 1931 HTPO.						
2N 2E Amelia Landing			Sherman Island SIT	Sacramento C	Antioch North LND TRN	5
Maps: 1918 USGS. Note: Located on the San Joaquin River						

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
2N 2E Camp C Landing Maps: 1931 HTPO. Note: On San Joaquin River.			Sherman Island SIT	Sacramento D	Antioch North LND TRN		5
2N 2E Mayberry site Maps: 1913 DLTA. Note: Opposite the town of Antioch and the eastern tip of Kimball Island.			Sherman Island BLD	Sacramento C	Antioch North ISL UNK		5
2N 2E Perley Landing Maps: 1913 DLTA; 1918 USGS. Refs: Theodoratus 1980: 125 Note: Theodoratus' study designates Perley Landing as a "potential site."			Sherman Island SIT	Sacramento C	Antioch North LND TRN		3
2N 2E UN Landing Maps: 1913 DLTA. Note: On the Sacramento River, opposite Lone Tree Island.			Sherman Island SIT	Sacramento C	Antioch North LND TRN		5
2N 2E Wood-Curtis Landing Maps: 1918, 1923 USGS. Note: Located on Sacramento River; the name is duplicated on the San Joaquin River.			Sherman Island SIT	Sacramento C-D	Antioch North LND TRN		5
2N 2E Wood-Curtis Landing Maps: 1913 DLTA; 1918, 1923 USGS. Note: Located on San Joaquin River; the name is duplicated on the Sacramento River.			Sherman Island SIT	Sacramento C-D	Antioch North LND TRN		5
2N 2E 2 UNS Maps: 1931 HTPO.			West Island BLD	Sacramento D	Antioch North ISL UNK		5
2N 2E West Island Landing Maps: 1931 HTPO.			West Island SIT	Sacramento D	Antioch North LND TRN		5
2N 2E 16 6 UNS Maps: 1871 GLO.			BLD	Contra Costa B	Antioch North ISL UNK		5
2N 2E 16 Antioch Bridge Yacht Harbor Maps: 1918 USGS. Note: Present site of Antioch Marina			SIT	Contra Costa C	Antioch North LND REC		8
2N 2E 16 Marsh Landing Maps: 1871 GLO; 1918 USGS. Refs: Gudde 1969: 194; Frickstad 1955: 20; Gregory and Soule 1977: 52; Department of Parks and Recreation 1973: 55; Department of Parks and Recreation 1976: 143 Note: Post office 1852-55. A shipping center for the Marsh Ranch, this site included a blacksmith shop, warehouse, and smokehouse.			SIT	Contra Costa B-C	Antioch North LND TRN		3
2N 2E 17 4-8 UNS Maps: 1871 GLO.			BLD	Contra Costa B	Antioch North ISL UNK		5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION		ERA	TYPE THM PHRS
2N 2E 18 Hollands site Maps: 1913 DLTA.			BLD		Contra Costa C	Antioch North ISL UNK 5
2N 2E 18 Town of Antioch Maps: 1913 DLTA; 1918, 1978 USGS. Refs: Munro-Frazer 1882: 486-87; Hulaniski 1917: 355; Historic Record Company 1926: 143; Antioch Ledger 1926; Thompson 1957: 424-25; Benyo 1972; Delta Advisory Planning Council 1976: 43-44.4; Gudde 1969: 12; Gregory and Soule 1977: 52-53; Theodoratus 1980: 113-15; Hoover 1990: 63-64; Frickstad 1955: 20 Note: Post office 1851-52, and since 1855. Established as Smith's Landing in 1849; town platted in 1851 and renamed Antioch. An Old Town area still stands. According to a county inventory of historic resource areas reprinted by the Delta Advisory Planning Council and the later study by Theodoratus et al., the following sites in the Antioch area classify as locally significant historical resources: Antioch City Hall; Antioch Lumber Company; Antioch Pioneers Landing Site; Atchison-Topeka and Santa Fe Railroad Depot; Baker Hardware and Paint Store; Beede House; Belshaw House; Brown House; Casino Theater; Cox House; Donlon House; XEmpire Railroad Site Monument and Section of Tracks; First Congregational Church; George House; Grange Hall; R. B. Hard Building; Harkinson House; Joslin House; Kimball House; Charles Marsh House; McKellipos House; Mulhare House; Odd Fellows Hall; Pioneer Hospital; Remfree House; Stamm House; Wills Ranch House; Sacramento-Northern Railroad Depot; Vincent A. Davis Library; Fages-Crespie Turnback Camp in Buchanan Park; Oak Springs Community in Buchanan Park		Contra Costa B-C-D-	Antioch North CIT MXD 2			
2N 2E 19 Antioch Station Maps: 1918, 1978 USGS.			4 BLDS		Contra Costa C-D-E	Antioch North RRX TRN 5
2N 2E 19 Town of Antioch Maps: 1913 DLTA; 1918, 1978 USGS. Refs: Munro-Frazer 1882: 486-87; Hulaniski 1917: 355; Historic Record Company 1926: 143; Antioch Ledger 1926; Thompson 1957: 424-25; Benyo 1972; Delta Advisory Planning Council 1976: 43-44.4; Gudde 1969: 12; Gregory and Soule 1977: 52-53; Theodoratus 1980: 113-15; Hoover 1990: 63-64; Frickstad 1955: 20 Note: Post office 1851-52, and since 1855. Established as Smith's Landing in 1849; town platted in 1851 and renamed Antioch. An Old Town area still stands. According to a county inventory of historic resource areas reprinted by the Delta Advisory Planning Council and the later study by Theodoratus et al., the following sites in the Antioch area classify as locally significant historical resources: Antioch City Hall; Antioch Lumber Company; Antioch Pioneers Landing Site; Atchison-Topeka and Santa Fe Railroad Depot; Baker Hardware and Paint Store; Beede House; Belshaw House; Brown House; Casino Theater; Cox House; Donlon House; Empire Railroad Site Monument and Section of Tracks; First Congregational Church; George House; Grange Hall; R. B. Hard Building; Harkinson House; Joslin House; Kimball House; Charles Marsh House; McKellipos House; Mulhare House; Odd Fellows Hall; Pioneer Hospital; Remfree House; Stamm House; Wills Ranch House; Sacramento-Northern Railroad Depot; Vincent A. Davis Library; Fages-Crespie Turnback Camp in Buchanan Park; Oak Springs Community in Buchanan Park		Contra Costa B-C-D-	Antioch North CIT MXD 2			
2N 2E 20 Holy Cross Cemetery Maps: 1918, 1978 USGS.			SIT		Contra Costa C-D-E	Antioch North CEM REL 7

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME	DESCRIPTION	ERA	TYPE	THM	PHRS	
2N 2E 20 Oak View Memorial Park Cemetery Maps: 1918, 1978 USGS.	SIT	Contra Costa C-D-E	Antioch North CEM REL		7	
2N 2E 21 UNS Maps: 1918 USGS. Note: The site is now occupied by the town of Bridgehead and a freeway interchange.	BLD	Contra Costa C	Antioch North ISL UNK		8	
3N 1E No sites		Sacramento	Antioch North		9	
3N 1E 2 UNS Maps: 1918 USGS; 1931 HTPO.	BLD	Sacramento C-D	Antioch North ISL UNK		5	
3N 1E 3 UNS Maps: 1918 USGS; 1931 HTPO.	BLD	Solano C-D	Antioch North ISL UNK		5	
3N 1E 21 No sites		Solano	Antioch North		9	
3N 1E 22 15-20 UNS Maps: 1918 USGS.	BLD	Solano C	Antioch North ISL UNK		5	
3N 1E 22 Collinsville Cemetery Maps: 1918 USGS. Refs: Theodoratus 1980: 149-52.	SIT	Solano C	Antioch North CEM REL		7	
3N 1E 22 Collinsville Church Maps: 1918 USGS.	BLD	Solano C	Antioch North CHU REL		3	
3N 1E 25 Blackjack Club Maps: 1913 DLTA; 1918, 1978 USGS; 1931 HTPO.	BLD	Solano C-D-E	Antioch North OTH REC		3	
3N 1E 25 UNS Maps: 1931 HTPO.	BLD	Solano D	Antioch North ISL UNK		5	
3N 1E 26 12-15 UNS Maps: 1870 GLO; 1918 USGS.	BLD	Solano B-C	Antioch North ISL UNK		5	
3N 1E 26 Pier 2 Maps: 1918 USGS.	SIT	Solano C	Antioch North LND TRN		5	
3N 1E 30 UNS Maps: 1918 USGS.	BLD	Solano C	Antioch North ISL UNK		5	
3N 1E unsec "Plank road over marsh" Maps: 1931 HTPO.	STR	Solano D	Antioch North RDH TRN		3	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS

3N 1E unsec					Solano	Antioch North
Montezuma House			BLD	A-B-C-		RES RUR 1

Maps: 1853 GLO.

Refs: Hoover 1990: 465; Fraser 1879: 13; Delta Advisory Planning Council 1976: 51; Gregory and Soule 1977: 53; Theodoratus 1980: 128-38

Note: This adobe structure was built by Lansford Hastings in 1846. Now sheathed by redwood, it was occupied until 1963 but later deteriorated into a state of decay. Hastings established a town site as a location for a colony of Latter-day Saints (Mormons), but the site was abandoned after 1848. The structure is identified as the second oldest building in Solano County and perhaps the fourth oldest in northern California. It was listed on the National Register in 1972.

3N 1E unsec					Solano	Antioch North
Montezuma Landing			SIT	C		LND TRN 3

Maps: 1913 DLTA.

Note: Located east of Collinsville, opposite Montezuma Island.

3N 1E unsec					Solano	Antioch North
Town of Collinsville			SIT	B-C-D-		TWN MXD 3

Maps: 1913 DLTA; 1918, 1978 USGS.

Refs: Gregory 1912: 71-72; Hunt 1926: 248; Gudde 1969: 70; Hoover 1990: 465; Frickstad 1955: 192; Fraser 1879: 13; Delta Advisory Planning Council 1976: 51; Gregory and Soule 1977: 53, 55

Note: Established by C. J. Collins in 1856; site of salmon cannery from 1873 until 1920s. Termed "one of the strangest historical spots in California" by Hoover et al. Post office: 1862, 1864-67, and since 1871. In their 1977 report, Gregory and Soule recommend that this site be nominated as a state historical landmark.

3N 2E			Los Ulpinos		Solano	Antioch North
Toland Landing			SIT	C-D		LND TRN 2

Maps: 1913 DLTA; 1918, 1978 USGS; 1923 CTY.

Refs: Department of Parks and Recreation 1976: 217; Gregory and Soule 1977: 53; Theodoratus 1980: 126

Note: Dr. Hugh Toland, a pioneer M.D. and founder of the medical school that became the UC San Francisco medical school, purchased part of the Rancho Los Ulpinos and built an estate of 11,800 acres in the Montezuma Hills. This landing site was recognized as locally significant by a county inventory in 1976.

3N 2E 28					Solano	Antioch North
No sites						9

3N 2E 29					Solano	Antioch North
Lone Tree Island			3 BLDS	C		ISL UNK 5

Maps: 1918 USGS.

3N 2E 29			Los Ulpinos		Solano	Antioch North
Brown's Landing			SIT	B-C-D		LND TRN 5

Maps: 1913 DLTA.

Refs: Theodoratus 1980: 126

Note: After purchasing part of the Los Ulpinos grant in 1855, William Brown operated a landing and warehouse at this site. According to the 1980 Theodoratus study, this is a "potential site."

3N 2E 30					Solano	Antioch North
UNS			BLD	C		ISL UNK 5

Maps: 1918 USGS.

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
2N	1E		Los Medanos	Contra Costa	Antioch North	
Town of Antioch			BLDS	B-C-D-	CIT MXD	2
Maps: 1918, 1978 USGS.						
Refs: Munro-Frazer 1882: 486-87; Hulaniski 1917: 355; Historic Record Company 1926: 143; Benyo 1972; Delta Advisory Planning Council 1976: 43-44.4; Gudde 1969: 12; Hoover 1990: 63-64; Frickstad 1955: 20						
Note: Post office 1851-52, and since 1855. Established as Smith's Landing in 1849; town platted in 1851 and renamed Antioch. An Old Town area still stands. Historically important homes are located at 504 Sixth Street, 302 and 308 I Street, and 815 First Street. According to a county inventory of historic resource areas reprinted by the Delta Advisory Planning Council, the following sites in the Antioch area classify as significant historic resources: Antioch Lumber Company; R. B. Hard Building; Donlon Home; Antioch Pioneers Landing Site; First Congregational Church; Willis Ranch House; Santa Fe Railroad Depot; Sacramento-Northern Railroad Depot; Theater Sites; Vincent A. Davi Library; Fages-Crespie Turnback Camp in Buchanan Park; Oak Springs Community in Buchanan Park; Belshaw House; Marsh Landing.						
1N	2E	04		Contra Costa	Antioch South	
No sites						9
2N	1E	25		Contra Costa	Antioch South	
2 UNS			BLD	C	ISL UNK	5
Maps: 1918 USGS.						
2N	1E	26		Contra Costa	Antioch South	
3 UNS			BLD	C	ISL UNK	5
Maps: 1918 USGS.						
2N	1E	27		Contra Costa	Antioch South	
No sites						9
2N	1E	28		Contra Costa	Antioch South	
No sites						9
2N	1E	35		Contra Costa	Antioch South	
UN house			BLD	B	RES RUR	5
Maps: 1870 GLO.						
2N	1E	36		Contra Costa	Antioch South	
No sites						9
2N	2E	19		Contra Costa	Antioch South	
UNS			BLD	C	ISL UNK	5
Maps: 1918 USGS.						
2N	2E	20		Contra Costa	Antioch South	
No sites						9
2N	2E	21		Contra Costa	Antioch South	
No sites						9
2N	2E	28		Contra Costa	Antioch South	
Newlove Station			4 BLDS	C	RRX TRN	5
Maps: 1918 USGS.						
2N	2E	29		Contra Costa	Antioch South	
UNS			BLD	C	ISL UNK	5
Maps: 1918 USGS.						
2N	2E	30		Contra Costa	Antioch South	
2 UNS			BLD	C	ISL UNK	5
Maps: 1918 USGS.						

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
2N 2E 32 No sites					Contra Costa	Antioch South	9
2N 2E 33 UNS Maps: 1918 USGS.				BLD	Contra Costa C	Antioch South ISL UNK	5
4N 2E 04 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
4N 2E 05 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
5N 1E 25 No sites					Solano	Birds Landing	9
5N 1E 26 2 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
5N 1E 27 No sites					Solano	Birds Landing	9
5N 1E 34 2 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
5N 1E 35 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
5N 1E 36 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
5N 2E 28 Peterson Ranch Maps: 1918, 1978 USGS.				BLD	Solano C-D-E	Birds Landing FRM AGR	3
5N 2E 29 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
5N 2E 30 2 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
5N 2E 31 No sites					Solano	Birds Landing	9
5N 2E 32 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
5N 2E 33 UNS Maps: 1918 USGS.				BLD	Solano C	Birds Landing ISL UNK	5
2N 3E 4 UNS Maps: 1918 USGS.			Bethel Island	BLD	Contra Costa C	Bouldin Island ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
2N 3E UN camp Maps: 1931 HTPO.			Bethel Island 4 BLDS	Contra Costa D	Bouldin Island CMP AGR	5
2N 3E 7 UNS Maps: 1918 USGS. Note: All are located on the edges of the tract, along waterways. Most are at the site of later agricultural camps.			Franks Tract BLD	Contra Costa C	Bouldin Island ISL UNK	8
2N 3E 8 UN camps Maps: 1931 HTPO. Note: All are located along the waterways, at the edges of the tract. Most are located at the sites of earlier identified structures.			Franks Tract 2-4 BLDS each	Contra Costa D	Bouldin Island CMP AGR	8
2N 3E Brown's Landing Maps: 1872 GLO; 1931 HTPO.			Franks Tract SIT	Contra Costa B-C	Bouldin Island LND TRN	8
2N 3E Fletcher's Landing Maps: 1872 GLO; 1931 HTPO.			Franks Tract SIT	Contra Costa B-C	Bouldin Island LND TRN	8
2N 3E Irish Landing 1 and 2 Maps: 1872 GLO; 1931 HTPO.			Franks Tract SIT	Contra Costa B-C	Bouldin Island LND TRN	8
2N 3E 4 UN camps Maps: 1931 HTPO. Note: All are located along the Holland Cut, at the edge of the tract.			Holland Tract 1-2 BLDS each	Contra Costa D	Bouldin Island CMP AGR	5
2N 3E 5 UNS Maps: 1931 HTPO. Note: All are clustered on Roosevelt Cut and Sand Mound Slough, opposite marshy ground. The locale suggests duck blinds.			Holland Tract BLD	Contra Costa D	Bouldin Island ISL UNK	5
2N 4E UN camp Maps: 1931 HTPO.			Rhode Island BLD	Contra Costa D	Bouldin Island CMP AGR	5
2N 4E 10 UNS Maps: 1931 HTPO. Note: All are clustered on Connection Slough; the locale suggests duck blinds.			Bacon Island BLD	San Joaquin D	Bouldin Island ISL UNK	5
2N 4E Bee Ranch Maps: 1913 DLTA. Note: Located on Old River, opposite Rhode Island.			Bacon Island BLD	San Joaquin C	Bouldin Island FRM AGR	3
2N 4E UN camp Maps: 1931 HTPO. Refs: Maniery 1990			Bacon Island 6 BLDS	San Joaquin D-E	Bouldin Island CMP AGR	3
2N 4E 11 UN camps Maps: 1931 HTPO.			Mandeville Island 1-5 BLDS each	San Joaquin D	Bouldin Island CMP AGR	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
2N 4E Fishing Camp Wharf Maps: 1931 HTPO. Note: Located on Hayes Point, along Hayes Reach.			Mandeville Island	STR	San Joaquin D	Bouldin Island LND TRN 5
2N 4E Hayes site Maps: 1913 DLTA. Note: Located adjacent to Venice Reach on the San Joaquin River, at a site later (1931) identified as an agricultural camp.			Mandeville Island	BLD	San Joaquin C	Bouldin Island ISL UNK 5
2N 4E UN Landing Maps: 1931 HTPO.			Mandeville Island	SIT	San Joaquin D	Bouldin Island LND TRN 5
2N 4E 2 UN camps Maps: 1931 HTPO.			McDonald Island	4-6 BLDS each	San Joaquin D	Bouldin Island CMP AGR 5
2N 4E 2 UN camps Maps: 1931 HTPO.			Medford Island	3-7 BLDS each	San Joaquin D	Bouldin Island CMP AGR 5
2N 4E Fish Camp Maps: 1931 HTPO.			Medford Island	BLD	San Joaquin D	Bouldin Island CMP FSH 5
2N 4E Middle River site Maps: 1913 DLTA. Note: Located at the western edge of Medford Island, at a site later (1931) identified as a fish camp. This site should not be confused with the town of Middle River (Moorland), located on the Upper and Lower Jones tracts and shown on the Woodward Island Quad.			Medford Island	BLD	San Joaquin C	Bouldin Island ISL UNK 5
3N 3E 3 UNS Maps: 1918 USGS; 1931 HTPO. Note: All are on the edge of waterways or submerged according to the 1978 USGS map.			Franks Tract	1-3 BLDS each	Contra Costa C-D	Bouldin Island ISL UNK 8
3N 3E 12 UN camps Maps: 1931 HTPO. Refs: Maniery 1990 Note: Includes 2 camps identified by Maniery's report and not otherwise shown on historical maps of the area.			Webb Tract	1-6 BLDS each	Contra Costa D-E	Bouldin Island CMP AGR 3
3N 3E Fish Camp Wharf Maps: 1931 HTPO.			Webb Tract	SIT	Contra Costa D	Bouldin Island LND TRN 5
3N 3E Fishing camps Maps: 1931 HTPO.			Webb Tract	2 BLDS	Contra Costa D	Bouldin Island CMP FSH 5
3N 3E Landing 5-A Maps: 1931 HTPO.			Webb Tract	SIT	Contra Costa D	Bouldin Island LND TRN 5
3N 3E 9 UNS Maps: 1918 USGS; 1931 HTPO. Note: All are located along the edge of waterways.			Andrus Island	1-4 BLDS each	Sacramento C-D	Bouldin Island ISL UNK 5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
3N 3E Denicke Landing Maps: 1913 DLTA; 1931 HTPO.			Andrus Island SIT	Sacramento C-D	Bouldin Island LND TRN 5	
3N 3E Frodshom Landing Maps: 1918 USGS; 1931 HTPO.			Andrus Island SIT	Sacramento C-D	Bouldin Island LND TRN 5	
3N 3E G & M Landing Maps: 1918 USGS; 1931 HTPO.			Andrus Island SIT	Sacramento C-D	Bouldin Island LND TRN 5	
3N 3E Line site Maps: 1913 DLTA.			Andrus Island BLD	Sacramento C	Bouldin Island ISL UNK 5	
3N 3E Pedro Landing Maps: 1931 HTPO.			Andrus Island SIT	Sacramento D	Bouldin Island LND TRN 5	
3N 3E San Andreas Landing Maps: 1913 DLTA; 1918 USGS; 1931 HTPO.			Andrus Island SIT	Sacramento C-D	Bouldin Island LND TRN 5	
3N 3E San Andreas Landing No. 2 Maps: 1931 HTPO.			Andrus Island SIT	Sacramento D	Bouldin Island LND TRN 5	
3N 3E Town of Frodshom Maps: 1923 CTY. Refs: Frickstad 1955: 133 Note: 1913 DLTA map shows Johnson Brown at this site. Post office, 1910-1922.			Andrus Island SIT	Sacramento C-D	Bouldin Island TWN MXD 3	
3N 3E Wulffs Landing Maps: 1913 DLTA; 1918 USGS; 1931 HTPO.			Andrus Island SIT	Sacramento C-D	Bouldin Island LND TRN 5	
3N 3E 3 UNS Maps: 1918 USGS; 1931 HTPO. Note: All are on the edge of waterways.			Twitchell Island 1-2 BLDS	Sacramento each C-D	Bouldin Island ISL UNK 5	
3N 4E Elk Slough site Maps: 1913 DLTA. Note: At the mouth of Elk Slough, on Webb Reach of the San Joaquin River.			Webb Tract 2 BLDS	Contra Costa C	Bouldin Island ISL UNK 5	
3N 4E Webb Headquarters Maps: 1913 DLTA; 1918 USGS; 1931 HTPO. Note: On Hayes Reach, at confluence of San Joaquin River and Old River. Identified as the Old River site on the 1913 DLTA map.			Webb Tract 3 BLDS	Contra Costa C-D	Bouldin Island FRM AGR 5	
3N 4E 15 UN camps Maps: 1918 USGS; 1931 HTPO. Refs: Maniery 1990. Note: All are located at the edge of waterways. Maniery's report locates and gives reference numbers to 11 of these sites, including 2 not otherwise recorded on maps.			Bouldin Island 1-6 BLDS	San Joaquin each C-D	Bouldin Island CMP AGR 3	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME	DESCRIPTION	ERA	TYPE	THM	PHRS	
3N 4E 8 UNS Maps: 1918 USGS; 1931 HTPO. Note: All are located at the edge of waterways.	Bouldin Island	1-2 BLDS each	San Joaquin C-D	Bouldin Island ISL UNK	5	
3N 4E Cannery Maps: 1918 USGS; 1931 HTPO. Note: Located on South Fork of the Mokelumne River, opposite Staten Island.	Bouldin Island	4-6 BLDS	San Joaquin C-D	Bouldin Island CAN AGR	5	
3N 4E Cannery No. 3 Maps: 1913 DLTA. Note: Adjacent to Central Landing site	Bouldin Island	BLD	San Joaquin C	Bouldin Island CAN AGR	5	
3N 4E Carters site Maps: 1913 DLTA; 1918 USGS.	Bouldin Island	BLD	San Joaquin C	Bouldin Island ISL UNK	5	
3N 4E Central Landing Maps: 1913 DLTA; 1918 USGS. Refs: Delta Area Planning Council 1976: B-2	Bouldin Island	SIT	San Joaquin C	Bouldin Island LND TRN	5	
3N 4E Schultz site Maps: 1913 DLTA . Note: Adjacent to 1918 town of Bouldin Island	Bouldin Island	BLD	San Joaquin C	Bouldin Island ISL UNK	5	
3N 4E Town of Bouldin Island Maps: 1918 USGS. Refs: Gilbert 1879: 43,44; 133-34; Frickstad 1955: 159 Note: Post office from 1878 to 1918, when it moved to Frodshom.	Bouldin Island	SIT	San Joaquin B-C	Bouldin Island TWN MXD	3	
3N 4E 2 UNS Maps: 1918 USGS.	Staten Island	BLD	San Joaquin C	Bouldin Island ISL UNK	5	
3N 4E 5 UN camps Maps: 1918 USGS; 1931 HTPO.	Staten Island	2-4 BLDS each	San Joaquin C-D	Bouldin Island CMP AGR	5	
3N 4E Mow Sang Landing Maps: 1986 CHAN.	Staten Island	SIT	San Joaquin C-D	Bouldin Island LND TRN	3	
3N 4E 9 UN camps Maps: 1918 USGS; 1931 HTPO. Note: All are on the edge of waterways.	Venice Island	2-5 BLDS each	San Joaquin C-D	Bouldin Island CMP AGR	5	
3N 4E 9 UNS Maps: 1918 USGS; 1931 HTPO. Note: All are on the edge of waterways.	Venice Island	1-3 BLDS each	San Joaquin C-D	Bouldin Island ISL UNK	5	
3N 4E Blakes site Maps: 1872 GLO; 1913 DLTA; 1931 HTPO.	Venice Island	BLD	San Joaquin B-C-D	Bouldin Island ISL UNK	5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME				DESCRIPTION	ERA	TYPE THM PHRS
3N 4E Hucks site Maps: 1913 DLTA. Note: Located on the southern tip of Venice Island, south of the Stockton Deep Water Channel, on land now identified as a tidal flat.			Venice Island	BLD	San Joaquin C	Bouldin Island ISL UNK 5
3N 4E Old Venice site Maps: 1913 DLTA. Note: Located on the southern tip of Venice Island, south of the Stockton Deep Water Channel, on land now identified as a tidal flat.			Venice Island	SIT	San Joaquin C	Bouldin Island VLL MXD 8
3N 4E Town of Venice Maps: 1872 GLO; 1913 DLTA; 1931 HTPO. Refs: Thompson 1957: 421			Venice Island	SIT	San Joaquin B-C-D	Bouldin Island TWN MXD 3
3N 3E Demcke Landing Maps: 1931 HTPO.			Andrus Island	SIT	Sacramento D	Bouldin Island LND TRN 5
3N 3E Gibson Landing Maps: 1931 HTPO.			Andrus Island	SIT	Sacramento D	Bouldin Island LND TRN 5
3N 3E P & B Landing Maps: 1931 HTPO.			Andrus Island	SIT	Sacramento D	Bouldin Island LND TRN 5
1N 2E Dr. Marsh's Stone House Maps: 1862 GLO; 1871, 1978 USGS. Refs: Munro-Frazer 1882: 605-17; Lyman 1930; Historic Record Company 1926: 166; Benyo 1972: 2, 3, 51; Hurwitz 1972; Gregory and Soule 1977: 45, 51; Theodoratus 1980: 95-96; McAleer n.d.; Cassel 1989; Hoover 1990: 59-60 Note: Deeded to the State of California in 1979, this important property is awaiting restoration by the State Department of Parks.			Los Meganos	BLD	Contra Costa B-C-D	Brentwood RES RUR 1
1N 2E Miller house Maps: 1871 GLO. Refs: Munro-Frazer and Co. 1882: 619			Los Meganos	BLD	Contra Costa B	Brentwood RES RUR 5
1N 2E Miller site Maps: 1871 USGS.			Los Meganos	BLD	Contra Costa B	Brentwood RES RUR 5
1N 2E Town of Brentwood Maps: 1913 DLTA; 1918, 1978 USGS. Refs: Munro-Frazer 1882: 496-97; Historic Record Company 1926: 166; Antioch Ledger 1926; Frickstad 1955: 21; Gudde 1969: 37; Department of Parks and Recreation 1976: 130; Delta Advisory Planning Council 1976: 44.8; Gregory and Soule 1977: 51; Theodoratus 1980: 117, 120, 122 Note: Town established in 1878 when the Southern Pacific line was built. Post office dates from 1878. Also in T 1N, R 3E. A Contra Costa county inventory, reported in a Technical Supplement for historic resources by the Delta Advisory Planning Council, identifies the following significant historic resources in Brentwood: Murphy Home; Wallace Home; Coats Hall; and Judge Wallace Chambers.			Los Meganos	SIT	Contra Costa B-C-D-	Brentwood TWN MXD 2

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
1N 2E 01 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
1N 2E 02 No sites					Contra Costa	Brentwood	9
1N 2E 03 Lone Tree School Maps: 1914 USGS. Refs: Antioch Ledger 1926: picture and text.				BLD	Contra Costa C	Brentwood SCH EDU	6
1N 2E 10 No sites					Contra Costa	Brentwood	9
1N 2E 15 No sites					Contra Costa	Brentwood	9
1N 3E Town of Brentwood Maps: 1913 DLTA; 1918, 1978 USGS. Refs: Munro-Frazer 1882: 496-97; Historic Record Company 1926: 166; Antioch Ledger 1926; Frickstad 1955: 21; Gudde 1969: 37; Department of Parks and Recreation 1976: 130; Delta Advisory Planning Council 1976: 44.8; Gregory and Soule 1977: 51; Theodoratus 1980: 117, 120, 122 Note: Town established in 1878 when the Southern Pacific line was built. Post office dates from 1878. Also in T 1N, R 2E. A Contra Costa county inventory, reported in a Technical Supplement for historic resources by the Delta Advisory Planning Council, identifies the following significant historic resources in Brentwood: Murphy Home; Wallace Home; Coats Hall; and Judge Wallace Chambers. Nearby, though not located on any contemporary map, is the Darby House site, identified as a historic resource in the 1976 California Inventory of Historic Resources.	Los Meganos SIT	Contra Costa B-C-D-	Brentwood TWN MXD	2			
1N 3E UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
1N 3E 03 5 UNS Maps: 1914 USGS; 1931 HTPO.				BLD	Contra Costa C-D	Brentwood ISL UNK	5
1N 3E 03 Byron School Maps: 1918 USGS Refs: Antioch Ledger 1926: pictures and text				BLD	Contra Costa C	Brentwood SCH EDU	3
1N 3E 04 5 UNS Maps: 1931 HTPO.				1-5 BLDS	Contra Costa each D	Brentwood ISL UNK	5
1N 3E 04 Hoffman house Maps: 1871 USGS. Refs: Smith and Elliott 1878: 28; Munro-Frazer 1882: 577-78 Note: William Hoffman, brother of Ferdinand Hoffman, was associated with this site.				BLD	Contra Costa B	Brentwood RES RUR	5
1N 3E 05 No sites					Contra Costa	Brentwood	9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
1N 3E 06 2 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
1N 3E 07 UNS Maps: 1871 CTY.				BLD	Contra Costa B	Brentwood ISL UNK	5
1N 3E 08 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
1N 3E 09 2 UNS Maps: 1931 HTPO.				2-3 BLDs	Contra Costa each D	Brentwood ISL UNK	5
1N 3E 10 2 UNS Maps: 1871 CTY; 1914 USGS.				BLD	Contra Costa B-C	Brentwood ISL UNK	5
1N 3E 15 McCabe House Maps: 1978 USGS. Refs: Delta Advisory Planning Council 1976: 44.7; Gregory and Soule 1977: 51; Theodoratus 1980: 122 Note: A pioneer home, built around 1860, this elaborately decorated structure is identified as a significant historic resource in a Contra Costa county inventory published in the Delta Advisory Planning Council's Technical Supplement for historic resources.				BLD	Contra Costa B-C-D-	Brentwood RES RUR	2
1N 3E 15 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
1N 3E 16 No sites					Contra Costa	Brentwood	9
1N 3E 17 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
1N 3E 20 No sites					Contra Costa	Brentwood	9
1N 3E 21 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
1N 3E 22 Point of Timber Trading Center Maps: 1978 USGS. Refs: Delta Advisory Planning Council 1976: 44.9; Gregory and Soule 1977: 51; Theodoratus 1980: 124 Note: According to a Contra Costa county inventory published in the Delta Advisory Planning Council's Technical Supplement, this locality was the site of the Wolf and Kahn Store, Lehman and Davis Blacksmith Ship, and a post office from 1869 to 1882.				SIT	Contra Costa B-C	Brentwood VLL MXD	3
1N 3E 22 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
1N 3E 27 UNS Maps: 1914 USGS.			BLD	Contra Costa C	Brentwood ISL	UNK	5
1N 3E 28 3 UNS Maps: 1914 USGS.			BLD	Contra Costa C	Brentwood ISL	UNK	5
1N 3E 28 Excelsior or Liberty School Maps: 1914, 1978 USGS; 1931 HTPO. Refs: Theodoratus 1980: 121 Note: Being used as a residence in 1980, this structure was designated as locally significant in a county survey in 1976.			BLD	Contra Costa C-D-E	Brentwood SCH	EDU	2
1N 3E 28 Union Cemetery Maps: 1914, 1978 USGS. Refs: Theodoratus 1980: 125			SIT	Contra Costa C-D-E	Brentwood CEM	REL	7
1N 3E 29 Oil pumping station Maps: 1914 USGS.			BLD	Contra Costa C	Brentwood OTH	IND	8
1N 3E 29 Oil pumping stations Maps: 1914, 1978 USGS.			5 BLDS	Contra Costa C-D	Brentwood OTH	IND	8
1N 3E 32 2 UNS Maps: 1914 USGS.			BLD	Contra Costa C	Brentwood ISL	UNK	5
1N 3E 33 2 UNS Maps: 1914 USGS.			BLD	Contra Costa C	Brentwood ISL	UNK	5
1N 3E 33 Perkins house Maps: 1871 CTY .			BLD	Contra Costa B	Brentwood RES	RUR	5
1N 3E 34 4 UNS Maps: 1914 USGS.			1-3 BLDS	Contra Costa each C	Brentwood ISL	UNK	5
1S 3E 03 6 UNS Maps: 1914 USGS.			1-2 BLDS	Contra Costa each C	Brentwood ISL	UNK	5
1S 3E 04 2 UNS Maps: 1914 USGS.			2-5 BLDS	Contra Costa each C	Brentwood ISL	UNK	5
1S 3E 04 Hoffman site Maps: 1871 CTY. Refs: Smith and Elliott 1878: 28; Munro-Frazer 1882: 577-78 Note: Slocum has a biographical sketch of Ferdinand Hoffman, who was associated with this site.			2 BLDS	Contra Costa B	Brentwood RES	RUR	5
2N 2E 22 3 UNS Maps: 1914 USGS.			BLD	Contra Costa C	Brentwood ISL	UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
2N 2E 23 2 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
2N 2E 24 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
2N 2E 25 Town of Oakley Maps: 1913 DLTA; 1914, 1978 USGS. Refs: Hulaniski 1917: 399; Historic Record Company 1926: 172; Antioch Ledger 1926; Frickstad 1955: 22; Gudde 1969: 225; Delta Area Planning Council 1976: B-6 Note: Established in 1896 along the Santa Fe Railroad line; post office created in 1898.				SIT	Contra Costa C-D-E	Brentwood TWN MXD	3
2N 2E 26 No sites					Contra Costa	Brentwood	9
2N 2E 27 8 UNS Maps: 1914 USGS.				1-5 BLDS	Contra Costa each C	Brentwood ISL UNK	5
2N 2E 27 Neroly site Maps: 1913 DLTA; 1914 USGS.				BLD	Contra Costa C	Brentwood RRX TRN	5
2N 2E 34 No sites					Contra Costa	Brentwood	9
2N 2E 35 No sites					Contra Costa	Brentwood	9
2N 2E 36 5 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
2N 2E 36 Gehring School Maps: 1914, 1978 USGS.				BLD	Contra Costa C-D	Brentwood SCH EDU	3
2N 3E 7 UNS Maps: 1914 USGS; 1931 HTPO.			Dutch Slough Ga	1-3 BLDS	Contra Costa each C-D	Brentwood ISL UNK	5
2N 3E 19 2 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
2N 3E 28 5 UNS Maps: 1914 USGS; 1931 HTPO.				1-2 BLDS	Contra Costa each C-D	Brentwood ISL UNK	5
2N 3E 29 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5
2N 3E 30 10 UNS Maps: 1914 USGS.				BLD	Contra Costa C	Brentwood ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE THM	PHRS
2N 3E 30 Iron House School				BLD	Contra Costa C	Brentwood SCH EDU	2
Maps: 1914 USGS. Refs: Theodoratus 1980: 36; Delta Advisory Planning Council 1976: 44.7; Antioch Ledger 1926: picture and text Note: Built in the 1850s and used as residence in recent years, this school house is identified as a significant local historical resource in a Contra Costa county inventory that is printed in the Delta Advisory Planning Council's 1976 Delta Plan Technical Supplement.							
2N 3E 30 Sellers house				BLD	Contra Costa B	Brentwood RES RUR	5
Maps: 1871 USGS. Refs: Benyo 1972: 121-22							
2N 3E 31 No sites					Contra Costa	Brentwood	9
2N 3E 32 3 UNS				BLD	Contra Costa C	Brentwood ISL UNK	5
Maps: 1914 USGS.							
2N 3E 32 Town of Knightsen				SIT	Contra Costa C-D-E	Brentwood TWN MXD	3
Maps: 1913 DLTA; 1914, 1978 USGS. Refs: Gudde 1969: 167; Frickstad 1955: 22. Antioch Ledger 1926 contains picture and text regarding Knightsen school. Note: Founded in 1898 when the San Francisco-San Joaquin Valley Railroad, later the Santa Fe line, was built. Post office established in 1900.							
2N 3E 33 7 UNS				1-6 BLDS	Contra Costa each C-D	Brentwood ISL UNK	5
Maps: 1914 USGS; 1931 HTPO.							
2N 3E 34 No sites					Contra Costa	Brentwood	9
5N 5E 2 UNS			Sanjon De Los M	Sacramento		Bruceville	
Maps: 1931 HTPO. Note: One Western Pacific railroad bridge crosses the Cosumnes River and one crosses the Mokelumne River; one highway bridge on Thorton Road crosses the Mokelumne River.							
5N 5E 3 bridges			Sanjon De Los M	Sacramento		Bruceville	
Maps: 1931 HTPO; 1978 USGS. Note: One Western Pacific railroad bridge crosses the Cosumnes River and one crosses the Mokelumne River; one highway bridge on Thorton Road crosses the Mokelumne River.							
5N 5E 7 UNS			New Hope Tract		San Joaquin each C-D	Bruceville ISL UNK	5
Maps: 1910 USGS; 1931 HTPO. Note: All sites border the Mokelumne River.							

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS

5N 5E			New Hope Tract		San Joaquin	Bruceville	
Benson's Ferry			SIT	B	FRY	TRN	2

Maps: USGS 1980.

Refs: Gilbert 1879: clxix; Spencer 1969: 1, 94; Delta Advisory Planning Council 1976: 50; Department of Parks and Recreation 1976: 70; Department of Parks and Recreation 1979: 119; Gregory and Soule 1977: 45, 47

Note: Located approximately at the site of the modern Western Pacific Railroad bridge, the ferry was established in 1849, then purchased and run by John Benson from 1850 until his murder in 1859, when his son-in-law took over the operation. This site has been designated as California Historical Landmark 149.

5N 5E			New Hope Tract		San Joaquin	Bruceville	
Town of Mokelumne City			SIT	B-C	TWN	MXD	2

Maps: 1910, 1978 USGS; 1931 HTPO.

Refs: Thompson 1957: 417; Spencer 1967: 12; Hoover 1990: 355; Frickstad 1955: 162; Gudde 1969: 207; Department of Parks and Recreation 1976: 144; Department of Parks and Recreation 1979: 119; Delta Advisory Planning Council 1976: 47, B-6; Gregory and Soule 1977: 45, 48

Note: Established in 1854, Mokelumne City washed out in a flood in 1862. The site was reoccupied, then largely abandoned after the establishment of the town of Mokelumne on the Central Pacific Railroad. The town of Mokelumne was then renamed Lodi in 1874. Many Mokelumne City houses were moved to Lodi, while a few remain. Still standing is the Jesse Thornton house. The Mokelumne City post office, opened in 1861, closed in 1864. This site has been designated as California Historic Landmark 162.

5N 5E 04				Sacramento	Bruceville		9
No sites							

5N 5E 05				Sacramento	Bruceville		9
No sites							

5N 5E 06				Sacramento	Bruceville		9
No sites							

5N 5E 09				Sacramento	Bruceville		9
No sites							

5N 5E 15				Sacramento	Bruceville		9
No sites							

5N 5E 16				Sacramento	Bruceville		9
No sites							

5N 5E unsec				Sacramento	Bruceville		5
2 UNS			BLD	C	ISL	UNK	

Maps: 1910 USGS.

5N 5E unsec				Sacramento	Bruceville		3
Kuhn Ranch			BLD	C-D-E	FRM	AGR	

Maps: 1910, 1980 USGS.

6N 4E 13				Sacramento	Bruceville		5
3 UN			BLD	C	ISL	UNK	

Maps: 1910 USGS.

6N 4E 24				Sacramento	Bruceville		5
2 UNS			BLD	C	ISL	UNK	

Maps: 1910 USGS.

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
6N 4E 25 No sites					Sacramento	Bruceville	9
6N 4E 36 No sites					Sacramento	Bruceville	9
6N 5E 24 2 UNS Maps: 1910 USGS.				BLD	Sacramento C	Bruceville ISL UNK	5
6N 5E 29 2 UN houses Maps: 1870 GLO.				BLD	Sacramento B	Bruceville RES RUR	5
6N 5E 29 UNS Maps: 1910 USGS.				2 BLDS	Sacramento C	Bruceville ISL UNK	5
6N 5E 30 No sites					Sacramento	Bruceville	9
6N 5E 31 9 UNS Maps: 1910 USGS. Note: In the area of the modern town of Point Pleasant, adjacent to Point Pleasant Road.				BLD	Sacramento C	Bruceville ISL UNK	5
6N 5E 32 UNS Maps: 1910 USGS. Note: In the area of the modern town of Point Pleasant, adjacent to Point Pleasant Road.				2 BLDS	Sacramento C	Bruceville ISL UNK	5
1S 3E 03 2 UNS Maps: 1916 USGS.				BLD	Contra Costa C	Byron Hot Sprin ISL UNK	5
1S 3E 03 UN church Maps: 1916 USGS.				BLD	Contra Costa C	Byron Hot Sprin CHU REL	5
1S 3E 03 Town of Byron Maps: 1916, 1968 USGS. Refs: Munro-Frazer 1882: 497; Hulaniski 1917: 426; Historic Record Company 1926: 168; Antioch Ledger 1926; Frickstad 1955: 21; Department of Parks and Recreation 1976: 127, 204; Gregory and Soule 1977: 50; Theodoratus 1980: 116-25 Note: Post office since 1878. A Contra Costa county inventory, reported in a Technical Supplement for historic resources by the Delta Advisory Planning Council, and the 1980 report by Theodoratus et al. identify the following significant historic resources in Byron and the adjacent area: Byers House; Byron Grange Hall; Byron I.O.O.F. Hall; Fry House; Hoffman House; Jewett House; Parish House of the Methodist Church; Preston House; Geddes House.				B-C-D-E SIT	Contra Costa B-C-D-	Byron Hot Sprin TWN MXD	2
1S 3E 04 3 UNS Maps: 1916 USGS.				1-2 BLDS	Contra Costa each C	Byron Hot Sprin ISL UNK	5
1S 3E 10 5 UNS Maps: 1916 USGS.				1-8 BLDS	Contra Costa each C	Byron Hot Sprin ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
1S 3E 15 Byron Hot Springs			SIT	Contra Costa B-C-D	Byron Hot Sprin VLL REC		2
<p>Maps: 1871 CTY; 1916, 1968 USGS. Refs: Historic Record Company 1926: 168; Hulaniski 1917: 426; Munro-Frazer 1882: 497; Collier 1967; Frickstad 1955: 21; Gudde 1969: 45; Hoover 1990: 65; Department of Parks and Recreation 1976: 204; Delta Advisory Planning Council 1976: 44.9; Gregory and Soule 1977: 50</p> <p>Note: Opened as a resort in 1868 by Orange Risdon, Jr., and Lewis Risdon Mead. Called Sulphur Hot Springs until 1878, when the Southern Pacific railroad reached the area and the site was renamed Byron Hot Springs after the nearby town of Byron. After two earlier hotels burned, the present structure was completed in 1914. A post office, established 1889, moved to the city of Byron in 1930. During World War II this facility was taken over by the U.S. government, and it became an internment center for high-ranking German and Japanese prisoners. Various owners have failed with renovation plans since 1945. The Byron Hot Springs Hotel is included in the 1976 publication California Historic Resources. Byron Hot Springs Hotel is listed as a significant historic resource in a Contra Costa county inventory, printed in the Delta Plan Technical Supplement by the Delta Advisory Planning Council.</p>							
6N 3E unsec Greendale Station			BLD	Yolo D	Clarksburg ISL UNK		5
<p>Maps: 1931 HTP0.</p>							
6N 3E unsec UNS			BLD	Yolo D	Clarksburg ISL UNK		5
<p>Maps: 1931 HTP0.</p>							
6N 4E 02 Bryan's Landing			SIT	Sacramento C-D	Clarksburg LND TRN		5
<p>Maps: 1931 HTP0. Refs: Wright 1880: 208-09, 258; Lewis Publishing 1890: 224</p>							
6N 4E 02 Buckeye Warehouse Landing			SIT	Sacramento D	Clarksburg LND TRN		5
<p>Maps: 1931 HTP0.</p>							
6N 4E 02 Church house			BLD	Sacramento B	Clarksburg RES RUR		5
<p>Maps: 1859 GLO.</p>							
6N 4E 02 George Cornish site			BLD	Sacramento C	Clarksburg ISL UNK		5
<p>Maps: 1913 DLTA.</p>							
6N 4E 02 UNS			BLD	Sacramento D	Clarksburg ISL UNK		5
<p>Maps: 1931 HTP0.</p>							
6N 4E 02 7 UNS			1-7 BLDS each	Yolo D	Clarksburg ISL UNK		5
<p>Maps: 1931 HTP0. Note: All except one site are located along the edge of the Sacramento River.</p>							
6N 4E 02 S. Smith Landing			SIT	Yolo D	Clarksburg LND TRN		5
<p>Maps: 1931 HTP0.</p>							

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
6N 4E 03 5 UNS Maps: 1859 GLO; 1916 USGS; 1931 HTPO. Note: All located along the edge of Elk Slough.			1-2 BLDS each	B-C-D	Yolo	Clarksburg ISL UNK	5
6N 4E 03 I. Reed house Maps: 1859 GLO.			BLD	B	Yolo	Clarksburg RES RUR	5
6N 4E 04 6 UNS Maps: 1916 USGS; 1931 HTPO.			1-3 BLDS each	C-D	Yolo	Clarksburg ISL UNK	5
6N 4E 04 G. Julian house Maps: 1859 GLO.			BLD	B	Yolo	Clarksburg RES RUR	5
6N 4E 04 Headquarters of Holland Land Co. Maps: 1916 USGS; 1931 HTPO. Refs: Larkey and Walters 1987: 64-65; Walters 1988: 25-28			10 BLDS	C-D	Yolo	Clarksburg FRM AGR	3
6N 4E 04 J. Waterbury house Maps: 1859 GLO. Refs: Gilbert 1879B: 105; Walters 1988: 21, 23, 25, 28			BLD	B	Yolo	Clarksburg RES RUR	5
6N 4E 09 7 UNS Maps: 1916 USGS; 1931 HTPO. Note: All border Elk Slough.			1-2 BLDS each	C-D	Yolo	Clarksburg ISL UNK	5
6N 4E 09 B. King house Maps: 1859 GLO.			BLD	B	Yolo	Clarksburg RES RUR	5
6N 4E 09 Indian Mound Maps: 1916 USGS.			BLD	C	Yolo	Clarksburg ISL UNK	5
6N 4E 10 B. T. King site Maps: 1913 DLTA.			BLD	C	Sacramento	Clarksburg ISL UNK	5
6N 4E 10 Dr. Williams site Maps: 1913 DLTA. Refs: Wright 1880: 262			BLD	C	Sacramento	Clarksburg RES RUR	5
6N 4E 10 2 UN piers Maps: 1931 HTPO.			STR	D	Yolo	Clarksburg LND UNK	5
6N 4E 10 3 UNS Maps: 1916 USGS; 1931 HTPO.			BLD	C-D	Yolo	Clarksburg ISL UNK	5
6N 4E 10 Nathen's Landing Maps: 1931 HTPO.			SIT	D	Yolo	Clarksburg LND TRN	5
6N 4E 10 UN houses Maps: 1859 GLO.			2 BLDS	B	Yolo	Clarksburg RES RUR	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE THM	PHRS
6N 4E 11 3 UNS Maps: 1931 HTP0.				1-4 BLDS	Sacramento each D	Clarksburg ISL UNK	5
6N 4E 11 5 UNS Maps: 1914 USGS; 1931 HTP0.				1-5 BLDS	Sacramento each C-D	Clarksburg ISL UNK	5
6N 4E 11 Deringham house Maps: 1859 GLO.				BLD	Sacramento B	Clarksburg RES RUR	5
6N 4E 11 M. S. Green site Maps: 1913 DLTA. Refs: Lewis Publishing 1890: 587				BLD	Sacramento C	Clarksburg RES RUR	5
6N 4E 11 Rosebud Landing Maps: 1931 HTP0.				SIT	Sacramento D	Clarksburg LND TRN	5
6N 4E 11 W. Johnson site Maps: 1913 DLTA. Refs: Lokke 1980: 230; Wright 1880: facing 162; Sacramento Bee 1894: 42, 44, 184-85. Note: The Johnson home, named Rosebud Farm, was built prior to 1870 for State Senator William Johnson. Designed by Nathaniel Goodell, the structure shows classic lines of Victorian Italianate architecture. Placed on the National Register in 1979, the house has since been badly damaged by fire; but the present owners (May 1990) are planning the extensive restoration necessary to maintain the integrity of this building.				BLD	Sacramento B-C-D-	Clarksburg RES RUR	1
6N 4E 11 UN house Maps: 1859 GLO.				4 BLDS	Sacramento B	Clarksburg RES RUR	5
6N 4E 11 UN landing Maps: 1931 HTP0.				SIT	Sacramento D	Clarksburg LND TRN	5
6N 4E 11 Goater's Landing Maps: 1931 HTP0.				SIT	Yolo D	Clarksburg LND TRN	5
6N 4E 11 UNS Maps: 1931 HTP0.				2 BLDS	Yolo D	Clarksburg ISL UNK	5
6N 4E 14 UNS Maps: 1931 HTP0.				BLD	Sacramento D	Clarksburg ISL UNK	5
6N 4E 15 A. J. Bogle site Maps: 1913 DLTA.				BLD	Sacramento C	Clarksburg ISL UNK	5
6N 4E 15 D. D. Gammon site Maps: 1913 DLTA. Refs: Wright 1880: 259				BLD	Sacramento B-C	Clarksburg RES RUR	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME	DESCRIPTION	ERA	TYPE	THM	PHRS		
6N 4E 15 Pylman's Landing 115 Maps: 1931 HTPO.	SIT	Yolo D	Clarksburg LND TRN		5		
6N 4E 16 2 UNS Maps: 1931 HTPO.	1-3 BLDS	Yolo each D	Clarksburg ISL UNK		5		
7N 3E unsec Holly Sugar Co. Landing Maps: 1931 HTPO. Note: Adjoins the Sacramento River Deep Water Ship Canal.	SIT	Yolo D	Clarksburg LND TRN		5		
7N 4E 04 61 Ranch site Maps: 1913 DLTA.	BLD	Sacramento C	Clarksburg FRM AGR		5		
7N 4E 04 8 UNS Maps: 1916 USGS; 1931 HTPO.	1-3 BLDS	Sacramento each C-D	Clarksburg ISL UNK		5		
7N 4E 04 Dippenbrock Landing Maps: 1931 HTPO.	SIT	Sacramento D	Clarksburg LND TRN		5		
7N 4E 04 Lisbon Ranch site Maps: 1913 DLTA.	BLD	Sacramento C	Clarksburg FRM AGR		5		
7N 4E 04 Lisbon School Maps: 1931 HTPO; 1940 CTY. Refs: Walters 1988: 20, 30-31. Note: This name now applies to a newly-built elementary school in the Pocket area. The original Lisbon School moved to two or three sites, and no structure remains intact.	BLD	Sacramento C-D-E	Clarksburg SCH EDU		6		
7N 4E 04 Pleasant Ranch site Maps: 1913 DLTA.	BLD	Sacramento C	Clarksburg FRM AGR		5		
7N 4E 04 UN school Maps: 1931 HTPO.	BLD	Sacramento D	Clarksburg SCH EDU		5		
7N 4E 04 Whitely site Maps: 1913 DLTA.	BLD	Sacramento C	Clarksburg ISL UNK		5		
7N 4E 04 3 UN houses Maps: 1859 GLO.	BLD	Yolo B	Clarksburg RES RUR		5		
7N 4E 04 4 UNS Maps: 1931 HTPO.	1-3 BLDS	Yolo each D	Clarksburg ISL UNK		5		
7N 4E 05 Duboise house Maps: 1859 GLO.	BLD	Yolo B	Clarksburg RES RUR		5		
7N 4E 05 UN landing Maps: 1931 HTPO.	SIT	Yolo D	Clarksburg LND TRN		5		

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
7N 4E 05 UN gun club Maps: 1931 HTPO.			BLD	Yolo	D	Clarksburg OTH REC	5
7N 4E 08 3 UNS Maps: 1916 USGS. Note: Located along Babel Slough			1-2 BLDS	Yolo	each C	Clarksburg ISL UNK	5
7N 4E 09 4 UNS Maps: 1931 HTPO.			1-5 BLDS	Sacramento	each D	Clarksburg ISL UNK	5
7N 4E 09 Glides site Maps: 1913 DLTA.			BLD	Sacramento	C	Clarksburg ISL UNK	5
7N 4E 09 Haycocks site Maps: 1913 DLTA.			BLD	Sacramento	C	Clarksburg ISL UNK	5
7N 4E 09 Sheep Ranch site Maps: 1913 DLTA.			BLD	Sacramento	C	Clarksburg FRM AGR	5
7N 4E 09 3 UNS Maps: 1916 USGS; 1931 HTPO.			1-5 BLDS	Yolo	each C-D	Clarksburg ISL UNK	5
7N 4E 09 Riley house Maps: 1859 GLO.			BLD	Yolo	B	Clarksburg RES RUR	5
7N 4E 09 UN school Maps: 1859 GLO.			BLD	Yolo	B	Clarksburg SCH EDU	5
7N 4E 10 5 UNS Maps: 1931 HTPO.			1-5 BLDS	Sacramento	each D	Clarksburg ISL UNK	5
7N 4E 10 Free county ferry Maps: 1913 DLTA; 1916 USGS. Note: Identified as the Williams site on the 1913 DLTA map.			SIT	Sacramento	C	Clarksburg FRY TRN	5
7N 4E 10 Riley house Maps: 1859 GLO.			BLD	Sacramento	B	Clarksburg RES RUR	5
7N 4E 10 Williams site Maps: 1916 USGS. Note: Identified as the free county ferry site on the 1916 USGS map.			SIT	Sacramento	C	Clarksburg FRY TRN	5
7N 4E 10 Glide Landing Maps: 1916, 1980 USGS; 1931 HTPO. Refs: Walters 1988: 34 Note: Walters mentions the Glide Ferry, which is probably associated with this site. See also the entry for Riverview Station, located at this site according to the 1931 HTPO map and more recent maps.			SIT	Yolo	C-D-E	Clarksburg LND TRN	3

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
7N 4E 10 Gregory house Maps: 1859 GLO. Note: Adjoins the Sacramento River			BLD	Yolo	B	Clarksburg RES RUR	5
7N 4E 10 UN School Maps: 1923 CTY. Note: Adjoins the Sacramento River			BLD	Yolo	D	Clarksburg SCH EDU	5
7N 4E 10 UNS Maps: 1931 HTP0.			3 BLDS	Yolo	D	Clarksburg ISL UNK	5
7N 4E 10 W. Miller house Maps: 1859 GLO. Note: Adjoins the Sacramento River. See the entry for the Town of Lisbon.			BLD	Yolo	B	Clarksburg RES RUR	5
7N 4E 11 4 UNS Maps: 1931 HTP0.			1-7 BLDS	Sacramento	each D	Clarksburg ISL UNK	5
7N 4E 11 Hop House site Maps: 1913 DLTA.			BLD	Sacramento	C	Clarksburg FRM AGR	5
7N 4E 11 Rurhers site Maps: 1913 DLTA.			BLD	Sacramento	C	Clarksburg ISL UNK	5
7N 4E 11 UN house Maps: 1859 GLO.			BLD	Sacramento	B	Clarksburg RES RUR	5
7N 4E 11 3 UNS Maps: 1916 USGS; 1931 HTP0.			1-4 BLDS	Yolo	each C-D	Clarksburg ISL UNK	5
7N 4E 11 Gregory house Maps: 1859 GLO.			BLD	Yolo	B	Clarksburg RES RUR	5
7N 4E 11 UN house Maps: 1859 GLO.			BLD	Yolo	B	Clarksburg RES RUR	5
7N 4E 13 Freeport Bridge Maps: 1931 HTP0; 1975 USGS. Refs: Walters 1988: 35; Caltrans 1985 Note: Built in 1929, the Freeport Bridge is a bascule bridge designed by J.B. Strauss and termed a significant example of work by a master in the Caltrans inventory of historic bridges. It was determined eligible for listing on the National Register in 1985.			STR	Sacramento/Y	D-E	Clarksburg BRG TRN	1
7N 4E 14 T. Soto Landing Maps: 1913 DLTA. Refs: Walters 1988: 19 Note: Opposite Freeport on the west bank of the Sacramento River. Walters provides a sketch of John Soto (1823-1890), who was a first Azorean settler in what became known as the Lisbon District.			SIT	Sacramento	B-C	Clarksburg LND TRN	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS		
7N	4E	14	Town of Freeport	SIT	Sacramento	Clarksburg			
Maps: 1913 DLTA; 1916, 1978 USGS; 1931 HTPO.				B-C-D-	TWN	MXD	2		
Refs: Gudde 1969: 114; Frickstad 1955: 133; Delta Advisory Planning Council 1976: 45; Dana 1939: 236-50; Sacramento Bee 1894: 190; Wright 1880: 219; Walters 1988: 11, 19									
Note: Founded in 1862 by the Freeport Railroad Company as a shipping center to compete with Sacramento. Post office established 1864, moved to Sacramento in 1920. A listing of significant local historic resources published by the Delta Advisory Planning Council includes the A. J. Bump restaurant as a site in Freeport, since the building dates to 1863.									
7N	4E	14	UN house	BLD	Sacramento	Clarksburg			
Maps: 1859 GLO.				B	RES	RUR	5		
7N	4E	14	3 UN houses	BLD	Yolo	Clarksburg			
Maps: 1859 GLO.				B	RES	RUR	5		
7N	4E	14	Eagle Point Landing 138	SIT	Yolo	Clarksburg			
Maps: 1931 HTPO.				D	LND	TRN	5		
7N	4E	14	Freeport Landing	SIT	Yolo	Clarksburg			
Maps: 1931 HTPO.				D	LND	TRN	5		
Refs: Western Shores Gazeteer 1870: 47; Walters 1988: 20									
Note: These sources describe the Freeport Ferry, which was probably associated with this site.									
7N	4E	14	St. Joseph's Catholic Church	BLD	Yolo	Clarksburg			
Maps: 1931 HTPO.				D-E	CHU	REL	3		
Refs: Walters 1988: 20, 42; Hoover 1990: 537									
Note: Built in 1923, to replace a structure dating from 1886, this Church remains important especially to the Portuguese community.									
7N	4E	14	UN School	BLD	Yolo	Clarksburg			
Maps: 1931 HTPO.				D	SCH	EDU	5		
7N	4E	16	No sites		Yolo	Clarksburg			
							9		
7N	4E	17	4 UNS	1-3 BLDS	Yolo	Clarksburg			
Maps: 1916 USGS; 1931 HTPO.			each	C-D	ISL	UNK	5		
Note: All located on Babel Slough									
7N	4E	19	Willow Point	BLD	Sacramento	Clarksburg			
Maps: 1913 DLTA.				C	ISL	UNK	8		
Refs: Walters 1988: 18									
Note: Located at the junction of Babel Slough and modern Winchester Lake, now bridged on Willow Point Road.									
7N	4E	19	No sites		Yolo	Clarksburg			
							9		
7N	4E	20	2 UNS	BLD	Yolo	Clarksburg			
Maps: 1916 USGS; 1931 HTPO.				C-D	ISL	UNK	5		

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
7N 4E 20 A. Taylor house Maps: 1859 GLO. Refs: Gilbert 1879B: 94			BLD	Yolo B	Clarksburg RES	RUR	5
7N 4E 22 No sites				Yolo	Clarksburg		9
7N 4E 23 Beech Grove site Maps: 1913 DLTA.			BLD	Sacramento C	Clarksburg ISL	UNK	5
7N 4E 23 Beech, Jr. house Maps: 1859 GLO.			BLD	Sacramento B	Clarksburg RES	RUR	5
7N 4E 23 Hop House site Maps: 1913 DLTA.			BLD	Sacramento C	Clarksburg FRM	AGR	5
7N 4E 23 UN school Maps: 1923 CTY.			BLD	Sacramento D	Clarksburg SCH	EDU	5
7N 4E 23 Beach House Maps: 1859 GLO. Refs: Delta Advisory Planning Council 1976: 46 Note: The Technical Supplement for the Delta Advisory Planning Council's 1976 Delta Plan lists the Beach family home as a significant local historic resource, stating that it may be the county's oldest house.			BLD	Sacramento B-C-D-	Clarksburg RES	RUR	2
7N 4E 23 Lewis house Maps: 1859 GLO. Note: Borders the Sacramento River.			BLD	Yolo B	Clarksburg RES	RUR	5
7N 4E 23 Silva site Maps: 1913 DLTA. Refs: Wright 1880: 261; Walters 1988: 74 Note: See entry for town of Lisbon.			BLD	Yolo C	Clarksburg RES	RUR	5
7N 4E 23 Town of Lisbon Maps: 1916 USGS. Refs: Larkey and Walters 1987: 30, 64; Walters 1988: 17-20, 22-24, 28, 31, 35, 38 Note: Started along the river above Clarksburg in the late 1850s by Joseph Miller (aka Joseph Souza Nevis Mello) and other settlers mostly from the Portuguese Azores, who reclaimed the land and planted small plots. Miller took the lead in organizing the Lisbon school district in 1870. The name is also attached to a railroad stop on the Sacramento Northern Railroad line at a place now intersected by the Sacramento Deep Water Ship Canal, approximately where the Arcade site is located on the modern USGS map.			SIT	Yolo B-C-D	Clarksburg VLL	MXD	3
7N 4E 26 10 UNS Maps: 1923 CTY; 1931 HTP0.			1-6 BLDS	Sacramento each C-D	Clarksburg ISL	UNK	5
7N 4E 26 Brown site Maps: 1913 DLTA.			BLD	Sacramento C	Clarksburg ISL	UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
7N 4E 26 E. Todd house Maps: 1859 GLO.			BLD	Sacramento B	Clarksburg RES	RUR	5
7N 4E 26 Hagerty house Maps: 1859 GLO.			BLD	Sacramento B	Clarksburg RES	RUR	5
7N 4E 26 J. Larve house Maps: 1859 GLO.			BLD	Sacramento B	Clarksburg RES	RUR	5
7N 4E 26 Miller site Maps: 1913 DLTA. Refs: Walters 1988: 19			BLD	Sacramento C	Clarksburg RES	RUR	5
7N 4E 26 Moore's Landing 140 Maps: 1931 HTPO. Refs: Thompson 1957: 422-23			SIT	Sacramento D	Clarksburg LND	TRN	5
7N 4E 26 Mrs. Moore site Maps: 1913 DLTA.			BLD	Sacramento C	Clarksburg ISL	UNK	5
7N 4E 26 UN house Maps: 1859 GLO.			BLD	Yolo B	Clarksburg RES	RUR	5
7N 4E 26 UNS Maps: 1916 USGS; 1931 HTPO.			BLD	Yolo C-D	Clarksburg ISL	UNK	5
7N 4E 27 4 UNS Maps: 1916 USGS; 1931 HTPO.			1-2 BLDS	Sacramento each C-D	Clarksburg ISL	UNK	5
7N 4E 27 Cromp site Maps: 1913 DLTA.			BLD	Sacramento C	Clarksburg ISL	UNK	5
7N 4E 27 Eagle Point site Maps: 1913 DLTA.			BLD	Sacramento C	Clarksburg ISL	UNK	5
7N 4E 27 King Cave site Maps: 1913 DLTA. Refs: Walters 1988: 21			BLD	Sacramento C	Clarksburg RES	RUR	5
7N 4E 27 Peters site Maps: 1913 DLTA.			BLD	Sacramento C	Clarksburg ISL	UNK	5
7N 4E 27 Scribner's Lower Landing Maps: 1931 HTPO.			SIT	Sacramento D	Clarksburg LND	TRN	5
7N 4E 27 Strothman Landing Maps: 1913 DLTA.			SIT	Sacramento C	Clarksburg LND	TRN	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
7N 4E 27 UN school Maps: 1923 CTY.			BLD		Sacramento D	Clarksburg SCH EDU	5
7N 4E 27 7 UNS Maps: 1916 USGS; 1931 HTPO.			1-6 BLDS	each	Yolo C-D	Clarksburg ISL UNK	5
7N 4E 27 Curtis house Maps: 1859 GLO. Refs: Walters 1988: 17 Note: Walters provides a biographical sketch of Joshua Curtis, associated with this site.			BLD		Yolo B	Clarksburg RES RUR	5
7N 4E 27 J. Cave house Maps: 1859 GLO. Refs: Gilbert 1879B: 98; Walters 1988: 65 Note: Gilbert provides a biography of Hugh Cave; Walters contains a biographical sketch of Jesse H. Cave, who is associated with this site. The site borders the Sacramento River.			BLD		Yolo B	Clarksburg RES RUR	5
7N 4E 27 Mrs. Gillian's house Maps: 1859 GLO. Note: Borders the Sacramento River.			BLD		Yolo B	Clarksburg RES RUR	5
7N 4E 27 UN house Maps: 1859 GLO.			BLD		Yolo B	Clarksburg RES RUR	5
7N 4E 27 UN school Maps: 1859 GLO. Note: Located at the intersection of Winchester Lake and the Sacramento River.			BLD		Yolo B	Clarksburg SCH EDU	5
7N 4E 33 2 UNS Maps: 1916 USGS.			BLD		Yolo C	Clarksburg ISL UNK	5
7N 4E 33 Condemned bridge Maps: 1931 USGS. Note: Bridges Elk Slough adjacent to Netherlands Road; closed in 1934.			STR		Yolo D	Clarksburg BRG TRN	5
7N 4E 34 Hammond site Maps: 1913 DLTA.			BLD		Sacramento C	Clarksburg ISL UNK	5
7N 4E 34 L. Winters site Maps: 1913 DLTA. Refs: Wright 1880: 262			BLD		Sacramento B-C	Clarksburg RES RUR	5
7N 4E 34 Nichols Landing Maps: 1931 HTPO.			SIT		Sacramento D	Clarksburg LND TRN	5
7N 4E 34 UN house Maps: 1859 GLO.			BLD		Sacramento B	Clarksburg RES RUR	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
7N 4E 34 UNS Maps: 1916 USGS; 1931 HTPO.				3 BLDS	Sacramento C-D	Clarksburg ISL UNK	5
7N 4E 34 Warner house Maps: 1859 GLO. Refs: Wright 1880: 262				BLD	Sacramento B	Clarksburg RES RUR	5
7N 4E 34 Webber site Maps: 1913 DLTA. Refs: Walters 1988: 65				BLD	Sacramento C	Clarksburg RES RUR	5
7N 4E 34 Adair house Maps: 1859 GLO.				BLD	Yolo B	Clarksburg RES RUR	5
7N 4E 34 Parker house Maps: 1859 GLO.				BLD	Yolo B	Clarksburg RES RUR	5
7N 4E 34 Town of Clarksburg Maps: 1916, 1978 USGS; 1923 CTY; 1931 HTPO. Refs: Thompson 1957: 431; Gudde 1969: 66; Hoover 1990: 537; Frickstad 1955: 221; Walters 1988; Larkey and Walters 1987: 29-30; Delta Advisory Planning Council 1976: 51, B-2; River News 1923 Note: Original town established by Robert C. Clark in 1856; the present town was founded in the 1920s, in an area often described as "The Eden of California." Post office begun in 1876. The 1923 special edition of the River News includes a picture of the Clarksburg Free Ferry.				SIT B-C-D-	Yolo B-C-D-	Clarksburg TWN MXD	3
7N 4E 34 Union Oil wharf Maps: 1931 HTPO.				STR	Yolo D	Clarksburg LND TRN	8
7N 4E 34 UNS Maps: 1916 USGS; 1931 HTPO.				2 BLDS each	Yolo C-D	Clarksburg ISL UNK	5
7N 4E 35 3 UNS Maps: 1931 HTPO.				1-3 BLDS each	Sacramento D	Clarksburg ISL UNK	5
7N 4E 35 Flynn house Maps: 1859 GLO.				BLD	Sacramento B	Clarksburg RES RUR	5
7N 4E 35 Osborn site Maps: 1913 DLTA.				BLD	Sacramento C	Clarksburg ISL UNK	5
7N 4E 35 Warners Landing Maps: 1913 DLTA.				SIT	Sacramento C	Clarksburg LND TRN	5
7N 4E unsec Central Station Maps: 1931 HTPO. Note: Located along the Sacramento Northern Railroad line adjoining Central Avenue.				BLD	Yolo D	Clarksburg RRX TRN	5

Tn Rg Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME	DESCRIPTION	ERA	TYPE	THM PHRS
7N 4E unsec Coniston Station Maps: 1931 HTPO. Note: Located along the Sacramento Northern Railroad line at the intersection of the Clarksburg Road.	BLD	Yolo D	Clarksburg RRX TRN	5
7N 4E unsec Willow Point Station Maps: 1931 HTPO. Refs: Walters 1988: 18 Note: Located along the Sacramento Northern Railroad line at the intersection of Willow Point Road.	BLD	Yolo D	Clarksburg RRX TRN	5
8N 3E unsec No sites		Yolo	Clarksburg	9
8N 4E unsec No sites		Yolo	Clarksburg	9
1S 3E Byron Tract 2 UNS Maps: 1914 USGS; 1931 HTPO.	1-3 BLDS	Contra Costa each C-D	Clifton Court ISL UNK	F 5
1S 3E 02 No sites		Contra Costa	Clifton Court	F 9
1S 3E 03 No sites		Contra Costa	Clifton Court	F 9
1S 3E 10 No sites		Contra Costa	Clifton Court	F 9
1S 3E 11 No sites		Contra Costa	Clifton Court	F 9
1S 3E 14 2 UNS Maps: 1914 USGS.	1-7 BLDS	Contra Costa each C	Clifton Court ISL UNK	F 5
1S 3E 14 Byron Hot Springs Station Maps: 1914 USGS.	SIT	Contra Costa C	Clifton Court RRX TRN	F 5
1S 3E 15 No sites		Contra Costa	Clifton Court	F 9
1S 3E 23 2 UNS Maps: 1914 USGS; 1931 HTPO.	BLD	Contra Costa C-D	Clifton Court ISL UNK	F 5
1S 3E 24 6 UNS Maps: 1914 USGS; 1931 HTPO.	1-5 BLDS	Contra Costa each C-D	Clifton Court ISL UNK	F 5
1S 3E 25 No sites		Contra Costa	Clifton Court	F 9
1S 3E 35 No sites		Alameda	Clifton Court	F 9
1S 3E 35 No sites		Contra Costa	Clifton Court	F 9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME				DESCRIPTION	ERA	TYPE THM PHRS
1S 3E 36 No sites					Alameda	Clifton Court F 9
1S 3E 36 No sites					Contra Costa	Clifton Court F 9
1S 4E 8 UNS Maps: 1914 USGS; 1931 HTPO.			Byron Tract	1-3 BLDS	Contra Costa each C-D	Clifton Court F ISL UNK 5
1S 4E Private ferry Maps: 1931 HTPO. Note: Connects Byron's Tract with Widdow's Island.			Byron Tract	SIT	Contra Costa D	Clifton Court F FRY TRN 5
1S 4E Quong Yong Landing Maps: 1913 DLTA; 19866CHAN.			Byron Tract	SIT	Contra Costa C	Clifton Court F LND TRN 3
1S 4E Coney Island Landing Maps: 1913 DLTA.			Coney Island	SIT	Contra Costa C	Clifton Court F LND TRN 5
1S 4E No sites			Eucalyptus Isla		Contra Costa	Clifton Court F 9
1S 4E 5 UNS Maps: 1914 USGS; 1931 HTPO.				El Pescadero (P 1-2 BLDS	San Joaquin each C-D	Clifton Court F ISL UNK 5
1S 4E White House Landing Maps: 1914 USGS. Note: Situated on the Old River.				El Pescadero (P SIT	San Joaquin C	Clifton Court F LND TRN 5
1S 4E 6 UNS Maps: 1914 USGS; 1931 HTPO.			Coney Island	1-3 BLDS	San Joaquin each C-D	Clifton Court F ISL UNK 5
1S 4E Private ferry Maps: 1931 HTPO. Note: Connections Coney Island with Union Island.			Coney Island	SIT	San Joaquin D	Clifton Court F FRY TRN 5
1S 4E Mohrs Landing Maps: 1913 DLTA. Refs: Tinkham 1923: 963			El Pescadero (P	SIT	San Joaquin C	Clifton Court F LND TRN 5
1S 4E Naglee House Ferry Maps: 1913 DLTA.			El Pescadero (P	SIT	San Joaquin C	Clifton Court F FRY TRN 5
1S 4E Winters Ferry Maps: 1913 DLTA.			El Pescadero (P	SIT	San Joaquin C	Clifton Court F FRY TRN 5
1S 4E No sites			Kings Island		San Joaquin	Clifton Court F 9
1S 4E 20 UNS Maps: 1914 USGS; 1931 HTPO.			Union Island	1-4 BLDS	San Joaquin each C-D	Clifton Court F ISL UNK 5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
1S 4E Clifton Court County Ferry Maps: 1931 HTPO. Note: Connects Union Island with Clifton Court.			Union Island	SIT	San Joaquin D	Clifton Court F FRY TRN 5
1S 4E Cuckoo's site Maps: 1913 DLTA.			Union Island	BLD	San Joaquin C	Clifton Court F ISL UNK 5
1S 4E Fly Camp site Maps: 1913 DLTA.			Union Island	BLD	San Joaquin C	Clifton Court F CMP AGR 5
1S 4E Jap Camp Maps: 1913 DLTA; 1986 CHAN.			Union Island	SIT	San Joaquin C	Clifton Court F LND TRN 3
1S 4E Kuckuk site Maps: 1913 DLTA.			Union Island	BLD	San Joaquin C	Clifton Court F ISL UNK 5
1S 4E Lund #1 site Maps: 1913 DLTA.			Union Island	BLD	San Joaquin C	Clifton Court F ISL UNK 5
1S 4E Lund #2 site Maps: 1913 DLTA.			Union Island	BLD	San Joaquin C	Clifton Court F ISL UNK 5
1S 4E Tap Camp site Maps: 1913 DLTA.			Union Island	BLD	San Joaquin C	Clifton Court F CMP AGR 5
1S 4E 5 UN camps Maps: 1914 DLTA; 1914 USGS; 1931 HTPO.			Victoria Island	1-5 BLDS	San Joaquin each C-D	Clifton Court F CMP AGR 5
1S 4E Mint Oil Still Maps: 1914 USGS; 1931 HTPO.			Victoria Island	BLD	San Joaquin C-D	Clifton Court F OTH IND 5
1S 4E UNS Maps: 1914 USGS.			Victoria Island	2 BLDS	San Joaquin C	Clifton Court F ISL UNK 5
1S 4E UNS Maps: 1931 HTPO.			Widdows Island	4 BLDS	San Joaquin D	Clifton Court F ISL UNK 5
1S 4E 05 McLaughlin site Maps: 1931 HTPO.				2 BLDS	Alameda D	Clifton Court F ISL UNK 5
1S 4E 06 No sites					Alameda	Clifton Court F 9
1S 4E 07 No sites					Alameda	Clifton Court F 9
1S 4E 08 No sites					Alameda	Clifton Court F 9
1S 4E 17 No sites					Alameda	Clifton Court F 9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
1S 4E unsec 2 UN sites Maps: 1914 USGS.			BLD		Alameda C	Clifton Court F ISL UNK 5
1S 4E unsec 2 UNS Maps: 1914 USGS; 1931 HTPO.			BLD		Contra Costa C-D	Clifton Court F ISL UNK 5
1S 4E unsec Town of Clifton Court Maps: 1913 DLTA; 1914 USGS; 1931 HTPO. Note: Located along the West Canal			SIT		Contra Costa C-D	Clifton Court F VLL MXD 5
1S 4E unsec Town of Herdlyn Maps: 1914 USGS; 1931 HTPO. Note: Located along the Southern Pacific Railroad line at the intersection with Herdlyn Road and the Byron-Bethany Road.			SIT		Contra Costa C-D	Clifton Court F VLL MXD 5
2S 3E 01 No sites					Alameda	Clifton Court F 9
2S 4E 03 Town of Bethany Maps: 1913 DLTA; 1914 USGS. Refs: Gudde 1969: 28; Frickstad 1955: 159 Note: Originally named Mohr's Station, the town was created to service the Southern Pacific Railroad line. Post office, 1879-1940. Also found in section 10.			SIT		San Joaquin B-C-D	Clifton Court F TWN MXD 3
2S 4E 04 5 UNS Maps: 1914 USGS; 1931 HTPO.			BLD		San Joaquin C-D	Clifton Court F ISL UNK 5
2S 4E 06 No sites					Alameda	Clifton Court F 9
2S 4E 07 No sites					Alameda	Clifton Court F 9
2S 4E 08 2 UNS Maps: 1914 USGS.			BLD		San Joaquin C	Clifton Court F ISL UNK 5
2S 4E 08 Linderman site Maps: 1872 CTY.			BLD		San Joaquin B	Clifton Court F ISL UNK 5
2S 4E 09 UNS Maps: 1914 USGS.			BLD		San Joaquin C	Clifton Court F ISL UNK 5
2S 4E 10 Town of Bethany Maps: 1913 DLTA; 1914 USGS. Refs: Gudde 1969: 28; Frickstad 1955: 159 Note: Originally named Mohr's Station, the town was created to service the Southern Pacific Railroad line. Post office, 1879-1940. Also found in section 3.			SIT		San Joaquin B-C-D	Clifton Court F TWN MXD 3

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME				DESCRIPTION	ERA	TYPE THM PHRS
2S 4E 10 Town of Wickland Maps: 1872 GLO; 1914 USGS. Refs: Gilbert 1879: 130 Note: Established in 1861, with an economy based on coal mining. Most houses were moved to Ellis after the railroad line came through this area.				SIT	San Joaquin B-C	Clifton Court F TWN MXD 3
2S 4E 11 No sites					San Joaquin	Clifton Court F 9
2S 4E 14 No sites					San Joaquin	Clifton Court F 9
2S 4E 15 UNS Maps: 1914 USGS.				BLD	San Joaquin C	Clifton Court F ISL UNK 5
2S 4E 15 Lammersville School Maps: 1914, 1978 USGS; 1931 HTPO.			3	BLD	San Joaquin C-D-E	Clifton Court F SCH EDU 3
2S 4E 16 UNS Maps: 1914 USGS.				BLD	San Joaquin C	Clifton Court F ISL UNK 5
2S 4E 17 No sites					San Joaquin	Clifton Court F 9
2S 4E 21 No sites					San Joaquin	Clifton Court F 9
2S 4E 22 UNS Maps: 1914 USGS.				3 BLDs	San Joaquin C	Clifton Court F ISL UNK 5
5N 3E Grand Island Fairford site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL UNK 5
5N 3E Grand Island Goldman Landing Maps: 1913 DLTA; 1931 HTPO.				SIT	Sacramento C-D	Courtland LND TRN 5
5N 3E Grand Island J. Collins site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL UNK 3
5N 3E Grand Island Jones & Seymour site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL UNK 3
5N 3E Grand Island L. W. Myers site Maps: 1913 DLTA; 1931 HTPO. Refs: Dillon 1982: 71				BLD	Sacramento C-D	Courtland ISL UNK 3

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
5N 3E Myers' River Mansion			Grand Island BLD	Sacramento C-D-E	Courtland RES	RUR	2
Maps: 1913 DLTA; 1914 USGS; 1931 HTPO. Refs: Dillon 1982: 70-74; Lokke 1982: 236 (picture); Graham 1982A; Department of Parks and Recreation 1976: 34; Delta Advisory Planning Council 1976: 46; Gregory and Soule 1977: 47 Note: Built on Steamboat Slough for Louis Myers, son of Delta pioneers Henry and Sophia Myers, this structure has more than fifty rooms, including a ballroom, theater, and bowling alley. Designed in a classic Italianate style, the mansion was never completely finished. It remains the grandest of all the pretentious residences built by nouveau-riche Delta families, costing some \$350,000 just as the Myers farming fortune was collapsing with the fall of the pear market in the mid-1920s. Wright's 1880 county history contains a picture and biographical sketch of Henry Myers. Designated as State Point of Historic Interest: SAC-002							
5N 3E Rogers house			Grand Island BLD	Sacramento B	Courtland RES	RUR	5
Maps: 1859 GLO.							
5N 3E China Landing			Sutter Island SIT	Sacramento C-D	Courtland LND	TRN	3
Maps: 1913 DLTA; 1931 HTPO; 1986 CHAN.							
5N 3E Ellinger site			Ryer Island BLD	Solano C	Courtland ISL	UNK	5
Maps: 1913 DLTA.							
5N 3E Kelly site			Ryer Island BLD	Solano C	Courtland ISL	UNK	5
Maps: 1913 DLTA.							
5N 3E Slough Landing			Ryer Island SIT	Solano C	Courtland LND	TRN	5
Maps: 1913 DLTA.							
5N 3E Stork Thomas site			Ryer Island BLD	Solano C	Courtland ISL	UNK	5
Maps: 1913 DLTA.							
5N 3E 2 UN landings			Ryer Island SIT	Solano C-D	Courtland LND	TRN	5
Maps: 1916 USGS; 1931 HTPO.							
5N 3E 9 UNS			Ryer Island 1-3 BLDS each	Solano D	Courtland ISL	UNK	5
Maps: 1931 HTPO.							
5N 3E Town of Ryer			Ryer Island SIT	Solano D-E	Courtland TWN	MXD	3
Maps: 1923 CTY; 1978 USGS. Refs: Gudde 1969: 275 Note: The island and the town are named for a pioneer physician, Dr. W. M. Ryer, the original owner of the island.							
5N 3E UN ferry			Ryer Island SIT	Solano C	Courtland FRY	TRN	5
Maps: 1916 USGS. Note: Crosses Miner Slough							

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
5N 3E UN ferry Maps: 1916 USGS. Note: Crosses Sutter Slough.			Ryer Island	SIT	Solano C	Courtland FRY TRN		5	
5N 3E 12 UNS Maps: 1914 USGS; 1931 HTPO.			Grand Island	1-4 BLDS	Sacramento each C-D	Courtland ISL UNK		5	
5N 3E 4 UN landings Maps: 1914 USGS; 1931 HTPO.			Grand Island	SIT	Sacramento C-D	Courtland LND TRN		5	
5N 4E 13 UN landings Maps: 1914 USGS; 1931 HTPO.			Grand Island	SIT	Sacramento C-D	Courtland LND TRN		5	
5N 4E 2 UN wooden bridges Maps: 1914 USGS; 1931 HTPO. Note: Both are along Leary Road crossing an unnamed stream.			Grand Island	STR	Sacramento C-D	Courtland BRG TRN		5	
5N 4E 23 UNS Maps: 1914 USGS; 1931 HTPO.			Grand Island	1-7 BLDS	Sacramento each C-D	Courtland ISL UNK		5	
5N 4E A. J. Peck house Maps: 1859 GLO.			Grand Island	BLD	Sacramento B	Courtland RES RUR		5	
5N 4E A. T. J. Reynolds site Maps: 1913 DLTA. Refs: Lokke 1982: 226; Sacramento Bee 1894: 197 Note: The Reynolds residence was built just prior to 1900, then remodeled before 1920. It is pictured by Lokke.			Grand Island	BLD	Sacramento C	Courtland RES RUR		3	
5N 4E A. W. Stuart site Maps: 1913 DLTA. Refs: Lewis 1890: 762			Grand Island	BLD	Sacramento C	Courtland RES RUR		5	
5N 4E C. Owings site Maps: 1913 DLTA.			Grand Island	BLD	Sacramento C	Courtland ISL UNK		5	
5N 4E Cohen and Covington Landing Maps: 1859 GLO.			Grand Island	SIT	Sacramento B	Courtland LND TRN		5	
5N 4E Croften Landing Maps: 1931 HTPO. Refs: Sacramento Bee 1894: 51, 186. Note: Croften House appears in Lokke 1980, p. 225.			Grand Island	SIT	Sacramento D	Courtland LND TRN		5	
5N 4E E. P. Figg site Maps: 1913 DLTA. Refs: Western Shores Gazetteer 1870: 283			Grand Island	BLD	Sacramento B-C	Courtland RES RUR		5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION		ERA	TYPE	THM	PHRS	
5N	4E		Grand Island	BLD	Sacramento	Courtland			
E. R. Parvin site					B-C	RES	RUR	3	
Maps: 1913 DLTA.									
Refs: Dillon 1982: 65; Wright 1880: 260; Lewis Publishing 1890: 456									
Note: Eben Parvin cleared land and established a farm on Grand Island during the 1850s, then put 90 acres into orchards.									
5N	4E		Grand Island	BLD	Sacramento	Courtland			
F. Myers site					B-C-D	RES	RUR	3	
Maps: 1913 DLTA; 1931 HTP0.									
Refs: Western Shores Gazeteer 1870: 260; Dillon 1982: 71									
Note: Frederick Myers, brother of Henry W. Myers, arrived on Grand Island in 1866, bought unreclaimed acreage from his brother, and established pear orchards and cropland.									
5N	4E		Grand Island	SIT	Sacramento	Courtland			
Figg's Lower Landing					C	LND	TRN	5	
Maps: 1913 DLTA.									
5N	4E		Grand Island	BLD	Sacramento	Courtland			
G. Rall site					C	ISL	UNK	5	
Maps: 1913 DLTA.									
5N	4E		Grand Island	SIT	Sacramento	Courtland			
Goggleshall Landing					D	LND	TRN	5	
Maps: 1931 HTP0.									
5N	4E		Grand Island	STR	Sacramento	Courtland			
Grand Island Wharf					C	LND	TRN	5	
Maps: 1913 DLTA.									
5N	4E		Grand Island	BLD	Sacramento	Courtland			
H. D. Kercheval site					C	RES	RUR	3	
Maps: 1913 DLTA.									
Refs: Sacramento Bee 1894: 196-97.									
5N	4E		Grand Island	BLD	Sacramento	Courtland			
H. Kercheval site					C	ISL	UNK	3	
Maps: 1913 DLTA.									
5N	4E		Grand Island	BLD	Sacramento	Courtland			
H. W. Myers site					B-C-D	RES	RUR	3	
Maps: 1913 DLTA.									
Refs: Dillon 1982: 44, 70-71; Wright 1880: facing 119, 260; Sacramento Bee 1894: 197									
Note: Henry Myers, a native of Germany, settled on Grand Island in 1857 and began reclaiming the land. Married to Sophia Kruhoff in 1866, he became successful as a pear grower.									
5N	4E		Grand Island	BLD	Sacramento	Courtland			
J. C. Backe house					B	RES	RUR	5	
Maps: 1859 GLO.									
5N	4E		Grand Island	SIT	Sacramento	Courtland			
Kanady Landing					B-C-D	LND	TRN	5	
Maps: 1913 DLTA; 1931 HTP0.									
Refs: Wright 1880: 220									
5N	4E		Grand Island	BLD	Sacramento	Courtland			
Mrs. Coggs hall site					C	ISL	UNK	5	
Maps: 1913 DLTA.									
Note: Adjacent to Coggs hall Landing									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
5N 4E Mrs. Kercheval site Maps: 1913 DLTA. Refs: Dillon 1982: 67; Wright 1880: facing 43, 219, 260; Davis 1890: 514 Note: Reuben Kercheval was important as a pioneer levee builder on Grand Island along the Sacramento River. After his death in 1881 Reuben's widow, Margaret Kercheval, managed the property well, increasing and improving the family's farm holdings.			Grand Island	BLD	Sacramento B-C	Courtland RES RUR	3
5N 4E P. Stuart site Maps: 1913 DLTA.			Grand Island	BLD	Sacramento C	Courtland ISL UNK	5
5N 4E Peck's Landing Maps: 1931 HTP0.			Grand Island	SIT	Sacramento D	Courtland LND TRN	5
5N 4E UN school Maps: 1923 CTY.			Grand Island	BLD	Sacramento D	Courtland SCH EDU	5
5N 4E W. J. Smith site Maps: 1913 DLTA. Refs: Wright 1880: 261, facing 205; Lokke 1982: 235; Sacramento Bee 1894: 51, 186 Note: Located on Steamboat Slough. Probably the Diamond S ranch home purchased and completed by George A. and Margaret Smith in 1877-1878, and since maintained as a family residence. This structure is described and pictured by Lokke and in the Sacramento Bee publication.			Grand Island	BLD	Sacramento B-C-D-	Courtland RES RUR	3
5N 4E DeBeck Landing Maps: 1931 HTP0.			Sutter Island	SIT	Sacramento D	Courtland LND TRN	5
5N 4E Olive Ranch Landing Maps: 1931 HTP0.			Sutter Island	SIT	Sacramento D	Courtland LND TRN	5
5N 4E Steamboat Landing Maps: 1931 HTP0.			Sutter Island	SIT	Sacramento D	Courtland LND TRN	5
5N 4E 02 No sites					Sacramento	Courtland	9
5N 4E 03 UNS Maps: 1916 USGS.				3 BLDS	Sacramento C	Courtland ISL UNK	5
5N 4E 05 2 UNS Maps: 1931 HTP0.				1-5 BLDS each	Sacramento D	Courtland ISL UNK	5
5N 4E 05 Paintersville Bridge Maps: 1931 HTP0; 1978 USGS. Refs: Caltrans 1985 Note: Spans the Sacramento River between Paintersville and Sutter Island. An example of a Strauss heel trunion bridge, the Paintersville Bridge was built in 1923 and determined eligible for the National Register in 1985.				STR	Sacramento D-E	Courtland BRG TRN	1

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
5N 4E 05 Town of Paintersville Maps: 1913 DLTA; 1916, 1978 USGS; 1931 HTPO; Refs: Gudde 1969: 234; Wright 1880: 260 and facing 142; Delta Advisory Planning Council 1976: 47, B-6 Note: Established in 1852 by Levi Painter, this town enjoyed brief prosperity as a river port, then declined as Courtland developed. Painter's biography appears in Wright's county history, which also contains a view of his fruit and vegetable ranch and residence on the river.	SIT	Sacramento	B-C-D-	Courtland	TWN	MXD	3
5N 4E 05 Town of Venice Maps: 1913 DLTA.	SIT	Sacramento	C	Courtland	VLL	MXD	5
5N 4E 05 UN landing Maps: 1931 HTPO.	SIT	Sacramento	D	Courtland	LND	TRN	5
5N 4E 05 Wedley Landing Maps: 1931 HTPO.	SIT	Sacramento	D	Courtland	LND	TRN	5
5N 4E 08 Town of Onisbo Maps: 1913 DLTA. Refs: Thompson 1957: 421; Wright 1880: 220; Lewis Publishing 1890: 224 Note: Settled first by A. Runyan in 1849, the townsite enjoyed only a brief era of development, then withered. A post office started here in 1853, then moved to Courtland in 1867. These dates, 1853 to 1867, bracket the brief promise of prosperity for this riverside village.	SIT	Sacramento	B	Courtland	TWN	MXD	3
5N 4E 08 Von Loebensel's Upper Landing Maps: 1913 DLTA. Refs: Lewis Publishing 1890: 266	SIT	Sacramento	C	Courtland	LND	TRN	5
5N 4E 08 W. H. Barry site Maps: 1913 DLTA. Refs: Wright 1880: 257	BLD	Sacramento	C	Courtland	ISL	UNK	5
5N 4E 08 3 UNS Maps: 1859 GLO; 1916 USGS; 1931 HTPO.	1-3 BLDS	Sacramento	each B-C-D	Courtland	ISL	UNK	5
5N 4E 08 Kanady Landing Maps: 1931 HTPO.	SIT	Sacramento	D	Courtland	LND	TRN	5
5N 4E 08 Kercheval site Maps: 1859 GLO. Refs: Wright 1880: 260	BLD	Sacramento	B	Courtland	RES	RUR	5
5N 4E 08 O. R. Runyon site Maps: 1859 GLO; 1913 DLTA. Refs: Dillon 1982: 65-66, 70; Wright 1880: 261, facing pages 168-69; Lewis Publishing Co. 1890: 437; Sacramento Bee 1894: 48, 185 Note: Runyon's home is pictured in Wright, facing 168-69, and Sacramento Bee 48.	BLD	Sacramento	B-C	Courtland	RES	RUR	3

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
5N 4E 08 UN church Maps: 1931 HTPO.			BLD	Sacramento D	Courtland CHU	REL	5
5N 4E 08 UN drawbridge Maps: 1916 CTY. Note: Crosses the Sacramento River between Runyan site and Grand Island			STR	Sacramento C	Courtland BRG	TRN	5
5N 4E 08 UN school Maps: 1911 CTY.			BLD	Sacramento C	Courtland SCH	EDU	5
5N 4E 16 2 UN landings Maps: 1931 HTPO.			SIT	Sacramento D	Courtland LND	TRN	5
5N 4E 16 6 UNS Maps: 1916 USGS; 1931 HTPO.			1-5 BLDS	each Sacramento C-D	Courtland ISL	UNK	5
5N 4E 16 C. B. Talmadge house Maps: 1859 GLO; 1913 DLTA; 1931 HTPO.			BLD	Sacramento B-C-D	Courtland RES	RUR	5
5N 4E 16 C. V. Talmadge site Maps: 1913 DLTA.			BLD	Sacramento C	Courtland ISL	UNK	5
5N 4E 16 J. R. Olsen site Maps: 1913 DLTA.			BLD	Sacramento C	Courtland ISL	UNK	5
5N 4E 16 R. Sumner house Maps: 1859 GLO.			BLD	Sacramento B	Courtland RES	RUR	5
5N 4E 16 Runyon Landing Maps: 1913 DLTA; 1931 HTPO. Refs: Wright 1880: 119, 219, 220, 261			SIT	Sacramento C-D	Courtland LND	TRN	5
5N 4E 16 Talmadge house Maps: 1859 GLO.			BLD	Sacramento B	Courtland RES	RUR	5
5N 4E 16 Town of Vorden Maps: 1913 DLTA; 1931 USGS. Refs: Frickstad 1955: 135 Note: Post office, 1902-1936			SIT	Sacramento C-D	Courtland TWN	MXD	3
5N 4E 17 4 UNS Maps: 1859 GLO; 1931 HTPO.			3-6 BLDS	Sacramento B-C-D	Courtland ISL	UNK	5
5N 4E 22 13 UNS Maps: 1914 USGS; 1931 HTPO.			1-3 BLDS	each Sacramento C-D	Courtland ISL	UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
5N 4E 22 Crofton Lower Landing Maps: 1913 DLTA. Refs: Lokke 1982: 225; Sacramento Bee 1894: 51, 186 Note: John Crofton, an Irish emigrant of the gold rush era, settled along the Sacramento River and built a home in 1865. The original structure was frequently remodeled--most recently about 1920--and moved four times to accomodate the growth of levees. This home is described and pictured by Lokke.			SIT	Sacramento B-C	Courtland LND TRN		3
5N 4E 22 Crofton Upper Landing Maps: 1913 DLTA. Note: See Crofton Lower Landing site.			SIT	Sacramento C	Courtland LND TRN		5
5N 4E 22 E. Smith site Maps: 1859 GLO.			BLD	Sacramento B	Courtland RES RUR		5
5N 4E 22 Eastman site Maps: 1913 DLTA. Refs: Gilbert 1879: 509; Lokke 1982: 233 Note: Arthur and Nellie Eastman built this home in the 1880s: a simple white clapboard farm house with green shutters and a running veranda, built over an exposed basement and with an entrance on the second floor to accomodate the annual flooding. The structure is described and pictured by Lokke.			BLD	Sacramento B-C-D	Courtland RES RUR		3
5N 4E 22 Green site Maps: 1913 DLTA.			BLD	Sacramento C	Courtland ISL UNK		5
5N 4E 22 H. W. Odell site Maps: 1859 GLO. Refs: Wright 1880: 289; Lewis Publishing Co. 1890: 787			BLD	Sacramento B	Courtland RES RUR		5
5N 4E 22 McCarthy's Landing Maps: 1931 HTPO.			SIT	Sacramento D	Courtland LND TRN		5
5N 4E 22 S. Talmadge site Maps: 1913 DLTA.			BLD	Sacramento C	Courtland ISL UNK		5
5N 4E 22 T. F. Blair site Maps: 1859 GLO.			BLD	Sacramento B	Courtland RES RUR		5
5N 4E 22 UN landing Maps: 1931 HTPO.			SIT	Sacramento D	Courtland LND TRN		5
5N 4E 22 Von Loebensel's Lower Landing Maps: 1913 DLTA. Refs: Lewis Publishing 1890: 266			SIT	Sacramento C	Courtland LND TRN		5
5N 4E 23 2 UNS Maps: 1931 HTPO.			1-2 BLDS	Sacramento D	Courtland ISL UNK		5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
5N 4E 23 Ludson site Maps: 1859 GLO. Note: Located on The Meadows Slough			BLD	Sacramento B	Courtland RES	RUR	5
5N 4E 26 3 UN landings Maps: 1931 HTPO.			SIT	Sacramento D	Courtland LND	TRN	5
5N 4E 26 6 UNS Maps: 1931 HTPO.			1-2 BLDS	Sacramento each D	Courtland ISL	UNK	5
5N 4E 26 Libby McNeil & Libby site Maps: 1931 HTPO.			10 BLDS	Sacramento D	Courtland CAN	AGR	5
5N 4E 26 SP wharf Maps: 1931 HTPO.			SIT	Sacramento D	Courtland LND	TRN	8
5N 4E 26 Standard Oil Company site Maps: 1931 HTPO.			5 BLDS	Sacramento D	Courtland STR	IND	8
5N 4E 26 Town of Locke Maps: 1931 HTPO. Refs: Frickstad 1955: 133; Hoover 1990: 298; Gillenkirk 1987; Graham 1982B; Harvie 1980; Delta Advisory Planning Council 1976: 34-39, 47, B-5; Department of Parks and Recreation 1976: 142; Gregory and Soule 1977: 45, 47; Duke 1970; Way 1980 Note: After fire destroyed the Chinese section of nearby Walnut Grove, displaced Chinese led by Bing Lee leased land from George and Clay Locke and began construction of the town in 1916. Post office since 1916. The Locke townsite was placed on the National Register of Historic Places in 1971, and the boundaries of the Historic District were enlarged in 1980. Among the significant structures are the Star Theater and the Southern Pacific warehouse.			SIT	Sacramento C-D-E	Courtland TWN	MXD	1
5N 4E 26 Union Oil wharf Maps: 1931 HTPO.			SIT	Sacramento D	Courtland LND	TRN	8
5N 4E 27 2 UNS Maps: 1931 HTPO.			BLD	Sacramento D	Courtland ISL	UNK	5
5N 4E unsec 9 UNS Maps: 1916 USGS.			1-8 BLDS	Sacramento each C	Courtland ISL	UNK	5
5N 4E unsec UN school Maps: 1911, 1923 CTY.			BLD	Sacramento C-D	Courtland SCH	EDU	5
5N 3E 16 UNS Maps: 1916 USGS; 1931 HTPO.		Sutter Island	1-6 BLDS	Sacramento C-D	Courtland ISL	UNK	5
5N 3E Bales site Maps: 1913 DLTA.		Sutter Island	BLD	Sacramento C	Courtland ISL	UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
5N 3E Desmond site Maps: 1913 DLTA.			Sutter Island	BLD	Sacramento C	Courtland ISL UNK		5	
5N 3E Ruggles site Maps: 1913 DLTA.			Sutter Island	BLD	Sacramento C	Courtland ISL UNK		5	
5N 4E 7 UNS Maps: 1916 USGS; 1931 HTPO.			Sutter Island	1-4 BLDS	Sacramento C-D	Courtland ISL UNK		5	
5N 4E A. J. Peck site Maps: 1913 DLTA.			Sutter Island	BLD	Sacramento C	Courtland ISL UNK		5	
5N 4E C. H. Bates site Maps: 1913 DLTA. Refs: Wright 1880: 257			Sutter Island	BLD	Sacramento C	Courtland ISL UNK		5	
5N 4E Liveal site Maps: 1913 DLTA.			Sutter Island	BLD	Sacramento C	Courtland ISL UNK		5	
5N 4E Olive Ranch site Maps: 1913 DLTA.			Sutter Island	BLD	Sacramento C	Courtland FRM AGR		5	
6N 3E UN ferry Maps: 1931 HTPO. Note: Crosses Sutter Slough near the southwest corner of Merritt Island			Merritt Island	SIT	Yolo D	Courtland FRY TRN		5	
6N 3E unsec 24 UNS Maps: 1931 HTPO.				1-4 BLDS	Yolo each D	Courtland ISL UNK		5	
6N 3E unsec 4 UNS Maps: 1931 HTPO. Note: All located adjacent to Duck Slough				1-5 BLDS	Yolo each D	Courtland ISL UNK		5	
6N 3E unsec Morse Landing Maps: 1931 HTPO.				SIT	Yolo D	Courtland LND TRN		5	
6N 3E unsec Sorroca Maps: 1931 HTPO.				SIT	Yolo D	Courtland RRX TRN		5	
6N 3E unsec UN landing Maps: 1931 HTPO.				SIT	Yolo D	Courtland LND TRN		5	
6N 3E unsec UN school Maps: 1931 HTPO.				BLD	Yolo D	Courtland SCH EDU		5	
6N 3E unsec Valdez Maps: 1931 HTPO.				SIT	Yolo D	Courtland RRX TRN		5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
6N 4E 11 UNS Maps: 1859 GLO; 1931 HTPO.			Randall Island	1-4 BLDS	Sacramento each B-C	Courtland ISL UNK		5	
6N 4E G. B. Greene site Maps: 1913 DLTA. Refs: Wright 1880: facing 174; 259; Lewis Publishing 1890: 617; Dillon 1982: 66-67, 70; Sacramento Bee 1894: 51, 185 Note: J. B. Greene located a prosperous farm on the west bank of the Sacramento River in Yolo County, opposite the upper end of Randall Island, that in 1880 was managed by his son, George B. Greene. This Randall Island site was headquarters for a dairy farm of 750 acres.			Randall Island	BLD	Sacramento B-C	Courtland RES RUR		3	
6N 4E Green's Landing Maps: 1931 HTPO. Refs: Dillon 1982: 69; Sacramento Bee 1894: 51, 185.			Randall Island	SIT	Sacramento D	Courtland LND TRN		5	
6N 4E M. R. Elliot house Maps: 1931 HTPO.			Randall Island	BLD	Sacramento D	Courtland RES RUR		5	
6N 4E Simms' Landing Maps: 1931 HTPO. Refs: Wright 1880: 261			Randall Island	SIT	Sacramento B-C-D	Courtland LND TRN		5	
6N 4E T. W. Dean Landing Maps: 1913 DLTA; 1931 HTPO. Refs: Sacramento Bee 1894: 50, 186			Randall Island	SIT	Sacramento C-D	Courtland LND TRN		5	
6N 4E UN landing Maps: 1931 HTPO.			Randall Island	SIT	Sacramento D	Courtland LND TRN		5	
6N 4E S. Morse house Maps: 1859 GLO. Refs: Lewis Publishing 1890: 501			Sutter Island	BLD	Sacramento B	Courtland RES RUR		5	
6N 4E 38 UNS Maps: 1859 GLO; 1918 USGS; 1931 HTPO. Refs: Dillon 1982: 66-67; Lokke 1980: 234; Wright facing 174-175; 259 Note: The house of George Buckman Greene is among these unidentified sites. Discussion of the Greene family is contained in Wright and in the Dillon reference. The homes of the Greene brothers are pictured in Wright; the George Greene home is described and displayed in a photograph by Lokke.			Merritt Island	1-4 BLDS	Yolo each B-C-D	Courtland ISL UNK		5	
6N 4E 4 UN landings Maps: 1931 HTPO.			Merritt Island	SIT	Yolo D	Courtland LND TRN		5	
6N 4E Hemp Landing Maps: 1931 HTPO.			Merritt Island	SIT	Yolo D	Courtland LND TRN		5	
6N 4E Hopkins house Maps: 1859 GLO.			Merritt Island	BLD	Yolo B	Courtland RES RUR		5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
6N 4E Merritt Island Humfreyville site Maps: 1859 GLO.			SIT	Yolo	B	Courtland VLL MXD	5
6N 4E Merritt Island J. Brownwell house Maps: 1859 GLO.			BLD	Yolo	B	Courtland RES RUR	5
6N 4E Merritt Island J. Clark house Maps: 1859 GLO.			BLD	Yolo	B	Courtland RES RUR	5
6N 4E Merritt Island J. McFadden house Maps: 1859 GLO.			BLD	Yolo	B	Courtland RES RUR	5
6N 4E Merritt Island McFadden Landing Maps: 1931 HTPO.			SIT	Yolo	D	Courtland LND TRN	5
6N 4E Merritt Island UN house Maps: 1859 GLO.			BLD	Yolo	B	Courtland RES RUR	5
6N 4E Merritt Island UN school Maps: 1923 CTY.			BLD	Yolo	D	Courtland SCH EDU	5
6N 4E 14 2 UNS Maps: 1931 HTPO.			BLD	Sacramento	D	Courtland ISL UNK	5
6N 4E 14 Hood Junction Maps: 1916, 1978 USGS. Note: Established as Hood on the Southern Pacific Railroad line in 1914; subsequently the name Hood became attached to the former Richland townsite, located a mile to the west northwest on the Sacramento River.			SIT	Sacramento	C-D-E	Courtland RRX TRN	5
6N 4E 14 Town of Hood Maps: 1916, 1978 USGS; 1931 HTPO. Refs: Lewis Publishing 1890: 224; Frickstad 1955: 133, 134; Gudde 1969: 144; Walters 1988: 34 Note: Established as the town of Richland in 1860, then--after a period of decline--renamed Hood. Richland post office, 1860-1888. Hood post office since 1912. Also in section 15. Walters describes the Hood Ferry, probably associated with this site.			SIT	Sacramento	B-C-D-	Courtland TWN MXD	3
6N 4E 15 Dr. Williams house Maps: 1859 GLO. Refs: Wright 1880: 262 Note: Biography of Dr. Nathaniel Williams is in Wright's county history.			BLD	Sacramento	B	Courtland RES RUR	5
6N 4E 15 J. Brooks house Maps: 1859 GLO.			BLD	Sacramento	B	Courtland RES RUR	5
6N 4E 15 J. McFadden house Maps: 1859 GLO.			BLD	Sacramento	B	Courtland RES RUR	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
6N 4E 15 Landing Go-Down Maps: 1931 HTPO.				SIT	Sacramento D	Courtland LND	TRN	5	
6N 4E 15 Town of Hood Maps: 1908 CTY; 1916 CTY; 1978 USGS; 1931 HTPO. Refs: Frickstad 1955: 133, 134; Gudde 1969: 144 Note: Established as the town of Richland in 1860, then--after a period of decline--renamed Hood. Richland post office, 1860-1888. Hood post office since 1912. Also in section 14. Walters describes the Hood Ferry, probably associated with this site.				SIT	Sacramento B-C-D-	Courtland TWN	MXD	3	
6N 4E 15 Merritt Island C. Nelson site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL	UNK	5	
6N 4E 15 Merritt Island Green Bros. site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL	UNK	5	
6N 4E 15 7 UNS Maps: 1859 GLO.				1-3 BLDS	Yolo each B	Courtland ISL	UNK	5	
6N 4E 15 A. Clark house Maps: 1859 GLO.				BLD	Yolo B	Courtland RES	RUR	5	
6N 4E 15 J. Clark house Maps: 1859 GLO.				BLD	Yolo B	Courtland RES	RUR	5	
6N 4E 15 UN ferry Maps: 1931 HTPO.				SIT	Yolo D	Courtland FRY	TRN	5	
6N 4E 15 UN house Maps: 1859 GLO.				BLD	Yolo B	Courtland RES	RUR	5	
6N 4E 17 2 UNS Maps: 1916 USGS; 1931 HTPO.				1-6 BLDS	Yolo each C-D	Courtland ISL	UNK	5	
6N 4E 19 No sites					Yolo	Courtland		9	
6N 4E 20 UNS Maps: 1931 HTPO.				3 BLDS	Yolo D	Courtland ISL	UNK	5	
6N 4E 22 Mrs. Pyne site Maps: 1913 DLTA. Refs: Lewis Publishing 1890: 632				BLD	Sacramento C	Courtland ISL	UNK	5	
6N 4E 22 S. W. Ralston site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL	UNK	5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
6N 4E 22 Merritt Island H. Ryman site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL UNK		5	
6N 4E 26 No sites					Sacramento	Courtland		9	
6N 4E 27 4 UNS Maps: 1916 USGS; 1931 HTPO.				1-4 BLDS	each C-D	Courtland ISL UNK		5	
6N 4E 27 D. Hollister Landing Maps: 1913 DLTA; 1931 HTPO. Refs: Dillon 1982: 67; Wright 1880: 79, 139, 259; Lewis Publishing 1890: 489; Sacramento Bee 1894: 44, 184-85				SIT	Sacramento B-C-D	Courtland LND TRN		5	
6N 4E 27 D. Hollister site Maps: 1913 DLTA. Refs: Dillon 1982: 67; Wright 1880: 79, 139, 259-60; Lewis Publishing 1890: 489; Sacramento Bee 1894: 46, 185 Note: Dwight Hollister earned fame as an early exponent of Delta pears and other fruit crops. His 1880 residence and farm is pictured in Wright, opposite page 79, and in the 1894 Sacramento Bee volume, page 46.				BLD	Sacramento C	Courtland RES RUR		3	
6N 4E 27 J. Hollister site Maps: 1859 GLO.				BLD	Sacramento B	Courtland RES RUR		5	
6N 4E 28 D. Osborne site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL UNK		5	
6N 4E 28 G. B. Green site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL UNK		5	
6N 4E 28 T. W. Dean site Maps: 1913 DLTA. Refs: Lokke 1982: 227; Dillon 1982: 43; Sacramento Bee 1894: 50, 186 Note: Thomas Webster Dean built this home about 1890, modelling it after a structure near Benecia that he had admired. "Built like a fortress," Lokke writes, the house had not settled more than half an inch in nearly ninety years after its construction. Described and pictured by Lokke and pictured by Dillon.				BLD	Sacramento C	Courtland RES RUR		3	
6N 4E 28 Merritt Island J. L. McFadden site Maps: 1913 DLTA.				BLD	Sacramento C	Courtland ISL UNK		5	
6N 4E 29 Merritt Island W. F. Gammon site Maps: 1913 DLTA. Refs: Wright 1880: 259; Lokke 1982: 231 Note: The family home of Walter and Drusella Cook Gammon, who settled on the Sacramento River about 1860. After Walter's death, Mrs. Gammon and her children improved the farm, planting pear, peach, and cherry orchards. The present home, constructed around 1900, is described and pictured by Lokke.				BLD	Sacramento B-C	Courtland RES RUR		3	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
6N 4E 30 3 UNS Maps: 1931 HTPO.			1-2 BLDS	Yolo each D	Courtland ISL UNK		5
6N 4E 30 UN landing Maps: 1931 HTPO.			SIT	Yolo D	Courtland LND TRN		5
6N 4E 30 UN school Maps: 1931 HTPO.			BLD	Yolo D	Courtland SCH EDU		5
6N 4E 31 Steamboat Slough Dolphin Maps: 1978 USGS. Refs: Delta Advisory Planning Council 1976: 46 Note: The Technical Supplement for the Delta Advisory Planning Council's 1976 Delta Plan lists the Steamboat Slough "dolphin" site as a significant local historic resource, since it was one of the first improvements by the state to aid navigation.			STR	Sacramento C-D	Courtland OTH TRN		2
6N 4E 31 Merritt Island N. Bump site Maps: 1913 DLTA. Refs: Lokke 1982: 228; Waters 1988: cover picture Note: The Bump residence, located on the southern tip of Merritt Island opposite Courtland, is named "Lydia's House." It was constructed in 1872, built of fir and sheathed in redwood, in a Greek Revival style. Remodeled in 1920, it is described and pictured by Lokke.			BLD	Sacramento B-C	Courtland RES RUR		3
6N 4E 31 Merritt Island UNS Maps: 1931 HTPO.			2 BLDS	Sacramento D	Courtland ISL UNK		5
6N 4E 32 3 UN landings Maps: 1931 HTPO.			SIT	Sacramento D	Courtland LND TRN		5
6N 4E 32 6 UNS Maps: 1916 USGS; 1923 CTY; 1931 HTPO.			1-3 BLDS	Sacramento each C-D	Courtland ISL UNK		5
6N 4E 32 B. Bates house Maps: 1859 GLO; 1913 DLTA. Refs: Wright 1880: 257; Sacramento Bee 1894: 42 Note: According to the 1894 Sacramento Bee publication, Benjamin Bates had extensive real estate holdings in the Nob Hill district of San Francisco in addition to his prosperous orchards near Courtland.			BLD	Sacramento B-C	Courtland RES RUR		5
6N 4E 32 Brown and Crest site Maps: 1859 GLO.			BLD	Sacramento B	Courtland RES RUR		5
6N 4E 32 Condon site Maps: 1913 DLTA.			BLD	Sacramento C	Courtland ISL UNK		5
6N 4E 32 Condon site Maps: 1913 DLTA.			BLD	Sacramento C	Courtland ISL UNK		5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
6N 4E 32 Deming High School Maps: 1923 CTY.			BLD	Sacramento D	Courtland SCH	EDU	5
6N 4E 32 G. A. Smith site Maps: 1913 DLTA. Refs: Western Shores Gazeteer 1870: 261; Sacramento Bee 1894: 51, 186			BLD	Sacramento B-C	Courtland RES	RUR	5
6N 4E 32 Husler site Maps: 1859 GLO.			BLD	Sacramento B	Courtland RES	RUR	5
6N 4E 32 J. Runyon house Maps: 1859 GLO.			BLD	Sacramento B	Courtland RES	RUR	5
6N 4E 32 Simms site Maps: 1913 DLTA. Refs: Wright 1880: 261			BLD	Sacramento B-C	Courtland RES	RUR	5
6N 4E 32 Town of Courtland Maps: 1918, 1978 USGS; 1923 CTY; 1931 HTPO. Refs: Wright 1880: 220; Lewis Publishing 1890: 224; Thompson 1957: 428-29; Frickstad 1955: 132; Gudde 1969: 77; Delta Advisory Planning Council 1976: 46, and B-2,3; Walters 1988: 34; Sacramento Bee 1894: 184-86; Way 1980; Ariki 1979			SIT	Sacramento B-C-D-	Courtland TWN	MXD	2
Note: Steamboat landing established about 1870 by James Sims. Post office since 1872. Became a shipping point for fruit growing areas, served by the steamers of the California Pacific Railroad Company. The town's large Chinese section burned in 1879 and again in 1885. Historically important structures include the Wo Clong General Store. The Courtland Bates Oriental School site was identified as historically important in the Japanese-American Ethnic Minority Cultural Resources Survey, while the same survey's Chinese/Chinese-American component also recognized the Lincoln Chan Ranch property, the Kwong Chong Chan Co. building, and the Chinese Benevolent Association building. Walters provides a description of the Courtland Ferry, identified with this site.							
6N 4E 33 5 UNS Maps: 1931 HTPO.			1-3 BLDS	Sacramento each D	Courtland ISL	UNK	5
6N 4E 34 4 UNS Maps: 1916 USGS; 1931 HTPO.			1-2 BLDS	Sacramento each C-D	Courtland ISL	UNK	5
6N 4E 34 Indian Mound Maps: 1916 USGS; 1931 HTPO.			4 BLDS	Sacramento C-D	Courtland ISL	UNK	5
6N 4E unsec J. Blunt site Maps: 1859 GLO.			BLD	Sacramento B	Courtland RES	RUR	5
6N 4E unsec UN wooden bridge Maps: 1931 HTPO.			STR	Sacramento D	Courtland BRG	TRN	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
6N 3E UNS Maps: 1916 USGS.			Sutter Island	BLD	Sacramento C	Courtland ISL UNK		5	
6N 4E 3 UNS Maps: 1916 USGS; 1931 HTPO.			Sutter Island	1-3 BLDS	Sacramento C-D	Courtland ISL UNK		5	
8N 3E 27 No sites					Yolo	Davis		9	
8N 3E 28 No sites					Yolo	Davis		9	
8N 3E 33 No sites					Yolo	Davis		9	
8N 3E 34 No sites					Yolo	Davis		9	
8N 3E unsec No sites					Yolo	Davis		9	
6N 1E 01 UNS Maps: 1916 USGS.				BLD	Solano C	Dixon ISL UNK		5	
6N 1E 02 UNS Maps: 1916 USGS.				4 BLDS	Solano C	Dixon ISL UNK		5	
6N 1E 03 2 UNS Maps: 1916 USGS.				BLD	Solano C	Dixon ISL UNK		5	
6N 1E 10 3 UNS Maps: 1916 USGS.				1-2 BLDS	Solano each C	Dixon ISL UNK		5	
6N 1E 11 UNS Maps: 1916 USGS.				BLD	Solano C	Dixon ISL UNK		5	
6N 1E 12 2 UNS Maps: 1916 USGS.				BLD	Solano C	Dixon ISL UNK		5	
6N 2E 04 2 UNS Maps: 1916 USGS.				BLD	Solano C	Dixon ISL UNK		5	
6N 2E 05 No sites					Solano	Dixon		9	
6N 2E 07 UNS Maps: 1916 USGS.				BLD	Solano C	Dixon ISL UNK		5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
6N 2E 08					Solano	Dixon			
2 UNS				BLD	B-C	ISL	UNK	5	
Maps: 1862 GLO; 1916 USGS.									
Note: An 1862 structure is designated as "Cabin," located in the northwest quarter of the northwest quarter of the section, just north of the modern reservoir.									
6N 2E 09					Solano	Dixon			
UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
5N 1E 24					Solano	Dozier			
UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
5N 1E 25					Solano	Dozier			
No sites 9									
5N 1E 26					Solano	Dozier			
No sites 9									
5N 1E 27					Solano	Dozier			
No sites 9									
5N 2E			Hastings Tract		Solano	Dozier			
No sites 9									
5N 2E 04					Solano	Dozier			
Maine Prairie site				SIT	B-C	TWN	MXD	3	
Maps: 1862 GLO; 1916 USGS.									
Refs: Gregory 1912: 72; Wood, Alley 1879: 39-43; 13; Thompson 1957: 422-23; Hoover 1990: 473; Frickstad 1955: 192; Fraser 1879: 13; Delta Advisory Planning Council 1976: 51, B-5; Gregory and Soule 1977: 54									
Note: Adjoining Cache Slough, which was originally called Maine Prairie Slough, this site is at the head of navigation on the slough. Maine Prairie shipped as much as 50,000 tons of wild hay and oats in one season. The flood of 1862 swept away the town. Although later partially rebuilt, Maine Prairie was eclipsed after the advent of the railroad. Post office, 1861-1913.									
5N 2E 05					Solano	Dozier			
4 UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
5N 2E 06					Solano	Dozier			
UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
5N 2E 07					Solano	Dozier			
No sites 9									
5N 2E 08					Solano	Dozier			
UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
5N 2E 09					Solano	Dozier			
No sites 9									
5N 2E 16					Solano	Dozier			
No sites 9									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
5N 2E 17 No sites					Solano	Dozier		9	
5N 2E 18 No sites					Solano	Dozier		9	
5N 2E 19 3 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL UNK		5	
5N 2E 20 No sites					Solano	Dozier		9	
5N 2E 28 No sites					Solano	Dozier		9	
5N 2E 29 No sites					Solano	Dozier		9	
5N 2E 30 No sites					Solano	Dozier		9	
6N 1E 10 No sites					Solano	Dozier		9	
6N 1E 11 No sites					Solano	Dozier		9	
6N 1E 12 No sites					Solano	Dozier		9	
6N 1E 13 2 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL UNK		5	
6N 1E 14 2 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL UNK		5	
6N 1E 15 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL UNK		5	
6N 1E 22 No sites					Solano	Dozier		9	
6N 1E 23 No sites					Solano	Dozier		9	
6N 1E 24 Binghamton site Maps: 1916 USGS. Refs: Frickstad 1955: 192 Note: Post office, 1864-1906				2 BLDS	Solano B-C	Dozier VLL MXD		5	
6N 1E 24 UN ^c Ma : 1916 USGS.				2 BLDS	Solano C	Dozier ISL UNK		5	
6N E 25 No sites					Solano	Dozier		9	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
6N 1E 26 No sites					Solano	Dozier	9
6N 1E 36 No sites					Solano	Dozier	9
6N 2E 07 No sites					Solano	Dozier	9
6N 2E 08 No sites					Solano	Dozier	9
6N 2E 09 No sites					Solano	Dozier	9
6N 2E 16 No sites					Solano	Dozier	9
6N 2E 17 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL UNK	5
6N 2E 18 3 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL UNK	5
6N 2E 19 2 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL UNK	5
6N 2E 20 2 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL UNK	5
6N 2E 21 UNS Maps: 1916 USGS.				3 BLDS	Solano C	Dozier ISL UNK	5
6N 2E 28 Corral Maps: 1862 GLO.				STR	Solano B	Dozier FRM AGR	5
6N 2E 29 3 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL UNK	5
6N 2E 29 Lambert house Maps: 1862 GLO.				BLD	Solano B	Dozier RES RUR	5
6N 2E 30 4 UNS Maps: 1916 USGS.				1-2 BLDS	Solano each C	Dozier ISL UNK	5
6N 2E 31 No sites					Solano	Dozier	9
6N 2E 32 Maine Prairie Station Maps: 1916 USGS.				SIT	Solano C	Dozier RRX TRN	5
Note: Located on the Sacramento Northern Railroad line adjacent to the site currently (1978 USGS map) identified as Vale.							

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
6N 2E 32 UN church Maps: 1916 USGS.				BLD	Solano C	Dozier CHU	REL	5	
6N 2E 32 UNS Maps: 1916 USGS.				BLD	Solano C	Dozier ISL	UNK	5	
6N 4E 13 No sites					Sacramento	Florin		9	
6N 4E unsec No sites					Sacramento	Florin		9	
7N 4E 01 UNS Maps: 1859 GLO. Note: This site is now located amidst Sacramento's urban development.				BLD	Sacramento B	Florin ISL	UNK	5	
7N 4E 12 3 UNS Maps: 1859 GLO. Note: These three sites are now in the midst of Sacramento's urban development.				BLD	Sacramento B	Florin ISL	UNK	5	
7N 4E 13 G. Hock house Maps: 1859 GLO.				BLD	Sacramento B	Florin RES	RUR	5	
7N 4E 13 Town of Freeport Maps: 1859 GLO; 1911, 1975 USGS; 1940 CTY. Refs: Thompson 1957: 423-24; Gudde 1969: 114; Frickstad 1955: 133; Delta Advisory Planning Council 1976: 45; Dana 1939: 236-50; Sacramento Bee 1894: 190; Wright 1880: 219; Walters 1988: 11, 19 Note: Established by the Freeport Railroad Company in 1862 to compete with Sacramento as a river shipping point. Post office created in 1864, moved to Sacramento in 1920. Dana's volume incorporates sections from the unpublished memoirs of Rockwell D. Hunt regarding Hunt's youth in Freeport.				SIT	Sacramento B-C-D-	Florin TWN	MXD	3	
7N 4E 23 Brickyard site Maps: 1913 DLTA. Refs: Western Gazeteer 1870: 96				BLD	Sacramento B-C	Florin OTH	IND	5	
7N 4E 23 White House site Maps: 1913 DLTA.				BLD	Sacramento C	Florin ISL	UNK	5	
7N 4E 24 J. S. Julian house Maps: 1859 GLO.				BLD	Sacramento B	Florin RES	RUR	5	
7N 4E unsec No sites					Sacramento	Florin		9	
1N 4E Drexler Tract Levy's Landing Maps: 1913 DLTA. Note: Located at modern Union Point site.				SIT	San Joaquin C	Holt LND	TRN	5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS		
1N	4E		Union Island Grubbs site Maps: 1913 DLTA.	BLD	San Joaquin C	Holt ISL	UNK	5	
1N	4E		Union Island Quong Lee Landing Maps: 1913 DLTA; 1986 CHAN.	SIT	San Joaquin C	Holt LND	TRN	3	
1N	4E		Upper Jones Tra Robinson site Maps: 1913 DLTA.	BLD	San Joaquin C	Holt ISL	UNK	5	
1N	4E		Victoria Island Jones site Maps: 1913 DLTA. Refs: Tinkham 1923: 1472	BLD	San Joaquin C	Holt RES	RUR	5	
1N	4E		Drexler Tract 2 UNS Maps: 1931 HTPO.	BLD	San Joaquin D	Holt ISL	UNK	5	
1N	4E		Drexler Tract Drexler Lower Landing Maps: 1931 HTPO.	SIT	San Joaquin D	Holt LND	TRN	5	
1N	4E		Lower Jones Tra 5 UNS Maps: 1931 HTPO.	2-3 BLDS	San Joaquin each D	Holt ISL	UNK	5	
1N	4E		Union Island 2 UNS Maps: 1918 GLO.	BLD	San Joaquin C	Holt ISL	UNK	5	
1N	4E		Union Island Union Point Landing Maps: 1918 GLO; 1931 HTPO.	SIT	San Joaquin C-D	Holt LND	TRN	5	
1N	4E		Upper Jones Tra 3 UN camps Maps: 1931 HTPO.	1-2 BLDS	San Joaquin each D	Holt CMP	AGR	5	
1N	4E		Upper Jones Tra 9 UNS Maps: 1931 HTPO.	1-3 BLDS	San Joaquin each D	Holt ISL	UNK	5	
1N	4E		Upper Jones Tra Quito site Maps: 1913 DLTA; 1913 USGS. Note: Designated as Hurd on the 1913 DLTA map; called Quito on the 1913 USGS site.	SIT	San Joaquin C	Holt RRX	TRN	5	
1N	4E		Victoria Island 2 UN camps Maps: 1931 HTPO.	1-2 BLDS	San Joaquin each D	Holt CMP	AGR	5	
1N	4E		Victoria Island Middle River Bridge Maps: 1931 HTPO; 1978 USGS. Refs: Caltrans 1975 Note: Spans the Middle River between Victoria Island and Drexler Tract on State Route 4. An unmodified highway swing bridge built in 1915, the Middle River Bridge was declared eligible for the National Register in 1985.	STR	San Joaquin C-D-E	Holt BRG	TRN	1	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS		
1N	5E		Drexler Tract		San Joaquin	Holt			
12	UNS			1-3 BLDS	each C-D	ISL	UNK	5	
Maps: 1913 USGS; 1931 HTPO.									
1N	5E		Drexler Tract		San Joaquin	Holt			
			Drexler Upper Landing	SIT	D	LND	TRN	5	
Maps: 1931 HTPO.									
1N	5E		Drexler Tract		San Joaquin	Holt			
			Kingston School	BLD	D	SCH	EDU	5	
Maps: 1931 HTPO; 1940 CTY.									
1N	5E		Drexler Tract		San Joaquin	Holt			
			Stevenson's No. 2 site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
1N	5E		Honker Lake Tra		San Joaquin	Holt			
10	UNS			1-3 BLDS	each C-D	ISL	UNK	5	
Maps: 1913 USGS; 1931 HTPO.									
1N	5E		Lower Jones Tra		San Joaquin	Holt			
			Mokeling site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
Note: Adjacent to the Atchison, Topeka and Santa Fe railroad line, across Whiskey Slough from Holt.									
1N	5E		Roberts Island		San Joaquin	Holt			
46	UNS			1-6 BLDS	each C-D	ISL	UNK	5	
Maps: 1913 USGS; 1931 HTPO.									
1N	5E		Roberts Island		San Joaquin	Holt			
			Asparagus Landing	SIT	D	LND	TRN	5	
Maps: 1931 HTPO.									
1N	5E		Roberts Island		San Joaquin	Holt			
			Gillis site	SIT	C-D	RRX	TRN	5	
Maps: 1913 DLTA; 1913, 1978 USGS.									
1N	5E		Roberts Island		San Joaquin	Holt			
			Harris Landing	SIT	D	LND	TRN	5	
Maps: 1931 HTPO.									
Refs: Tinkham 1923: 1531									
1N	5E		Roberts Island		San Joaquin	Holt			
			Klondike site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
Note: Located on Burns Cut, opposite Rough and Ready Island									
1N	5E		Roberts Island		San Joaquin	Holt			
			McLarens site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
1N	5E		Roberts Island		San Joaquin	Holt			
			Peterson School	BLD	D	SCH	EDU	3	
Maps: 1940 CTY.									
Note: Located at the site of the current Holt Union School.									
1N	5E		Roberts Island		San Joaquin	Holt			
			Simons site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
Note: Located adjacent to Whiskey Slough.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
1N 5E Thompsons site Maps: 1913 DLTA.			Roberts Island	BLD	San Joaquin C	Holt ISL	UNK	5	
1N 5E Thurston site Maps: 1913 DLTA. Note: Located adjacent to Whiskey Slough.			Roberts Island	BLD	San Joaquin C	Holt ISL	UNK	5	
1N 5E Town of Holt Maps: 1913 DLTA; 1913, 1978 USGS; 1931 HTPO. Refs: Frickstad 1955: 161; Gudde 1969: 143 Note: The railroad station and town were established in 1900, when the Santa Fe took over the San Francisco and San Joaquin railroad. Named after Charles P. Holt, a large farm operator on Roberts Island and the originator of caterpillar tractors. Post office since 1902.			Roberts Island	SIT	San Joaquin C-D-E	Holt TWN	MXD	3	
1N 5E Trethaway's site Maps: 1913 DLTA. Note: Located on Burns Cut, opposite Rough and Ready Island.			Roberts Island	BLD	San Joaquin C	Holt ISL	UNK	5	
1N 5E UN school Maps: 1913 DLTA. Note: Located about one-half mile east northeast of modern Kingston School site.			Roberts Island	BLD	San Joaquin C	Holt SCH	EDU	5	
1N 5E 3 UNS Maps: 1913 USGS; 1931 HTPO.			The Pocket	1-2 BLDS	San Joaquin each C-D	Holt ISL	UNK	5	
1N 5E 17 UNS Maps: 1913 USGS; 1931 HTPO.			Union Island	1-3 BLDS	San Joaquin each C-D	Holt ISL	UNK	5	
1N 5E Burns Headquarters site Maps: 1931 HTPO.			Union Island	2 BLDS	San Joaquin D	Holt FRM	AGR	5	
1N 5E Fish Camp Landing Maps: 1913 USGS; 1931 HTPO.			Union Island	SIT	San Joaquin C-D	Holt LND	TRN	5	
1N 5E Stevenson's #1 site Maps: 1913 DLTA.			Union Island	BLD	San Joaquin C	Holt ISL	UNK	5	
1N 5E Union Island Bridge Maps: 1931 HTPO. Note: Spans the Middle River to connect Union Island with Roberts Island.			Union Island/Ro	STR	San Joaquin D	Holt BRG	TRN	5	
1N 5E Dunlap site Maps: 1913 DLTA. Note: Adjacent to Atchison, Topeka and Santa Fe railroad line.			Upper Jones Tra	BLD	San Joaquin C	Holt ISL	UNK	5	
2N 4E 2 UN camps Maps: 1931 HTPO.			McDonald Island	2-5 BLDS	San Joaquin each D	Holt CMP	AGR	5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD		
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS	
2N	4E		McDonald Island		San Joaquin	Holt		
4	UNS			2-7 BLDS	each D	ISL	UNK	
Maps: 1931 HTPO.							5	
2N	5E		Acker Island		San Joaquin	Holt		
UNS				BLD	C	ISL	UNK	
Maps: 1913 USGS.							5	
2N	5E		Elmwood Tract		San Joaquin	Holt		
3	UNS			1-3 BLDS	each C-D	ISL	UNK	
Maps: 1913 USGS; 1931 HTPO.							5	
2N	5E		Elmwood Tract		San Joaquin	Holt		
3	UNS			1-3 BLDS	each C-D	ISL	UNK	
Maps: 1913 USGS; 1931 HTPO.							5	
2N	5E		Elmwood Tract		San Joaquin	Holt		
UN	camp			2 BLDS	D	CMP	AGR	
Maps: 1931 HTPO.							5	
2N	5E		McDonald Island		San Joaquin	Holt		
2	UN			2-4 BLDS	each D	CMP	AGR	
Maps: 1931 HTPO.							5	
2N	5E		Morrison Island		San Joaquin	Holt		
Hannah's	site			BLD	C	ISL	UNK	
Maps: 1913 DLTA.							5	
2N	5E		Rindge Tract		San Joaquin	Holt		
2	UN			1-3 BLDS	each D	CMP	AGR	
Maps: 1931 HTPO.							5	
2N	5E		Rindge Tract		San Joaquin	Holt		
4	UNS			1-5 BLDS	each C-D	ISL	UNK	
Maps: 1913 USGS; 1931 HTPO.							5	
2N	5E		Rindge Tract		San Joaquin	Holt		
Fourteen	Mile			BLD	C	ISL	UNK	
Maps: 1913 DLTA.							5	
Note: Located at the confluence of Fourteen Mile Slough and the San Joaquin River.								
2N	5E		Roberts Island		San Joaquin	Holt		
24	UNS			1-7 BLDS	each C-D	ISL	UNK	
Maps: 1913 USGS; 1931 HTPO.							5	
2N	5E		Roberts Island		San Joaquin	Holt		
Blackslough	Landing			SIT	C-D	LND	TRN	
Maps: 1913 USGS; 1931 HTPO.							5	
2N	5E		Roberts Island		San Joaquin	Holt		
Christenson	Landing			SIT	C-D	LND	TRN	
Maps: 1913 USGS; 1931 HTPO.							5	
2N	5E		Roberts Island		San Joaquin	Holt		
El	Dorado			BLD	C	FRM	AGR	
Maps: 1913 DLTA.							5	
Note: Located opposite Vulcan Island.								
2N	5E		Roberts Island		San Joaquin	Holt		
Eldorado	Landing			SIT	C	LND	TRN	
Maps: 1913 USGS.							5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS		
2N	5E		Roberts Island		San Joaquin	Holt			
			Greers site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
Note: Located adjacent to Turner Cut.									
2N	5E		Roberts Island		San Joaquin	Holt			
			Hinman's Landing	SIT	C-D	LND	TRN	5	
Maps: 1913 USGS; 1931 HTPO.									
2N	5E		Roberts Island		San Joaquin	Holt			
			Jones site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
Note: Located adjacent to Turner Cut.									
2N	5E		Roberts Island		San Joaquin	Holt			
			McDonald Island Ferry	SIT	D	FRY	TRN	5	
Maps: 1931 HTPO.									
2N	5E		Roberts Island		San Joaquin	Holt			
			McGinnis site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
Note: Located alongside Black Slough.									
2N	5E		Roberts Island		San Joaquin	Holt			
			Metcalf site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
Note: Located adjacent to El Dorado Landing.									
2N	5E		Roberts Island		San Joaquin	Holt			
			Ricco Landing	SIT	D	LND	TRN	5	
Maps: 1931 HTPO.									
2N	5E		Roberts Island		San Joaquin	Holt			
			Ryan's Landing	SIT	D	LND	TRN	5	
Maps: 1931 HTPO.									
2N	5E		Roberts Island		San Joaquin	Holt			
			Turner Landing	SIT	C-D	LND	TRN	5	
Maps: 1913 USGS; 1931 HTPO.									
2N	5E		Roberts Island		San Joaquin	Holt			
			UN church	BLD	C	CHU	REL	5	
Maps: 1913 USGS.									
2N	5E		Roberts Island		San Joaquin	Holt			
			Williams site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
Note: Located adjacent to Turner Cut, opposite the confluence with Empire Cut and Whiskey Slough.									
2N	5E		Wright Tract		San Joaquin	Holt			
			3 UN camps	2-3 BLDS	each C-D	CMP	AGR	5	
Maps: 1913 USGS; 1931 HTPO.									
2N	5E		Wright Tract		San Joaquin	Holt			
			4 UNS	1-3 BLDS	each C-D	ISL	UNK	5	
Maps: 1913 USGS; 1931 HTPO.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
2N	1E		Town of Pittsburg	Los Medanos SIT	Contra Costa B-C-D-	Honker Bay CIT MXD	3
Maps: 1870 GLO; 1918, 1980 USGS; 1931 HTP0. Refs: Hulaniski 1917: 383; Historic Records Company 1926: 140; Antioch Ledger 1926; Gudde 1969: 249; Hoover 1990: 62; Frickstad 1955: 21, 23. Note: Col. Jonathan Stevens, commander of the New York Volunteers and purchaser of the Rancho Los Medanos, laid out the town of New York of the Pacific on this site in 1849. Pittsburg Landing became the shipping point for coal from the Mount Diablo mines during the 1860s. The name New York soon slipped into disuse; the town was officially called Black Diamond after 1868, then renamed Pittsburg in 1911. The 1870 GLO map indicates a site of New York of the Pacific on the present New York Point, with a wharf indicated.							
2N	1E		Town of West Pittsburg	Los Medanos SIT	Contra Costa C-D-E	Honker Bay CIT MXD	5
Maps: 1918 USGS. Refs: Hulaniski 1917: 383; Historic Records Company 1926: 140; Gudde 1969: 249; Hoover 1990: 62; Frickstad 1955: 21, 23. Note: This site is now a part of the Pittsburg development, located in the industrial area between the Santa Fe railroad tracks and Suisun Bay.							
2N	1E		Browns Island	BLD	Contra Costa C	Honker Bay ISL UNK	5
Maps: 1918 USGS.							
2N	1E		Chipp's Island	SIT	Solano C-D	Honker Bay LND TRN	5
Maps: 1918 USGS; 1931 HTP0.							
2N	1E		Chipp's Island	SIT	Solano C	Honker Bay LND TRN	5
Maps: 1918 USGS.							
2N	1E	19		1-2 BLDS	Contra Costa each C	Honker Bay ISL UNK	5
Maps: 1918 USGS.							
2N	1W		Town of West Pittsburg	Los Medanos SIT	Contra Costa C-D-E	Honker Bay CIT MXD	5
Maps: 1918 USGS. Refs: Hulaniski 1917: 383; Historic Records Company 1926: 140; Gudde 1969: 249; Hoover 1990: 62; Frickstad 1955: 21, 23. Note: This site is now a part of the Pittsburg development, located in the industrial area between the Santa Fe railroad tracks and Suisun Bay.							
2N	1W	12	Mrs. Mann's house	BLD	Contra Costa B	Honker Bay RES RUR	5
Maps: 1872 GLO.							
2N	1W	13	UN house	BLD	Contra Costa B	Honker Bay RES RUR	5
Maps: 1872 GLO.							
2N	1W	14	S. Hillstrone's house	BLD	Contra Costa B	Honker Bay RES RUR	5
Maps: 1872 GLO.							
2N	1W	23	No sites		Contra Costa	Honker Bay	9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	PHRS
SITE NAME				DESCRIPTION	ERA	TYPE THM	
3N 1E No sites			Chipps Island		Solano	Honker Bay	9
3N 1E Chaplin site Maps: 1918 USGS.			Van Sickle Isla	SIT	Solano C	Honker Bay RRX TRN	5
3N 1E Spoonbill site Maps: 1931 HTPO.			Van Sickle Isla	SIT	Solano D	Honker Bay ISL UNK	5
3N 1E UNS Maps: 1918 USGS.			Van Sickle Isla	2 BLDS	Solano C	Honker Bay ISL UNK	5
3N 1E 16 No sites					Solano	Honker Bay	9
3N 3E 7 UNS Maps: 1910 USGS; 1923 CTY; 1931 HTPO. Note: All sites close to waterways:			Andrus Island	1-4 BLDS each	Sacramento C-D	Isleton ISL UNK	5
3N 3E UN school Maps: 1923 CTY. Note: Located by Georgiana Slough on Terminous Road.			Andrus Island	BLD	Sacramento D	Isleton SCH EDU	5
3N 3E No sites			Brannan Island		Sacramento	Isleton	9
3N 3E UNS Maps: 1910 USGS.			Tyler Island	BLD	Sacramento C	Isleton ISL UNK	5
3N 4E 2 UN camps Maps: 1910 USGS; 1931 HTPO.			Tyler Island	1-4 BLDS	Sacramento C-D	Isleton CMP AGR	5
3N 4E 4 UNS Maps: 1910 USGS; 1931 HTPO.			Tyler Island	1-5 BLDS each	Sacramento C-D	Isleton ISL UNK	5
3N 4E Georgiana Slough site Maps: 1913 DLTA.			Andrus Island	BLD	San Joaquin C	Isleton ISL UNK	5
3N 4E Jansen site Maps: 1913 DLTA; 1913 USGS.			Andrus Island	BLD	San Joaquin C	Isleton ISL UNK	5
3N 4E Watson site Maps: 1913 DLTA; 1913 USGS.			Andrus Island	BLD	San Joaquin C	Isleton ISL UNK	5
3N 4E H. Voorman site Maps: 1913 DLTA.			Bouldin Island	BLD	San Joaquin C	Isleton ISL UNK	5
3N 4E Dick How Landing Maps: 1986 CHAN.			Staten Island	SIT	San Joaquin C-D	Isleton LND TRN	3

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD		
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS
3N 4E Terminous Tract Longfields site Maps: 1913 DLTA.				BLD	San Joaquin C	Isleton ISL UNK		5
3N 4E Terminous Tract Sycamore site Maps: 1913 DLTA.				BLD	San Joaquin C	Isleton ISL UNK		5
3N 4E Tyler Island H. Voorman site Maps: 1913 DLTA.				BLD	San Joaquin C	Isleton ISL UNK		5
3N 4E Bouldin Island UN camp Maps: 1931 HTPO.				BLD	San Joaquin D	Isleton CMP AGR		5
3N 4E Staten Island 5 UN camps Maps: 1910 USGS; 1931 HTPO.				1-6 BLDS	San Joaquin each C-D	Isleton CMP AGR		5
3N 4E Terminous Tract Munter's Landing Maps: 1931 HTPO.				SIT	San Joaquin D	Isleton LND TRN		5
4N 3E Andrus Island 2 UNS Maps: 1910 USGS; 1931 HTPO.				2-4 BLDS	Sacramento each C-D	Isleton ISL UNK		5
4N 3E Andrus Island Bayside Canning Co. Maps: 1931 HTPO.				3 BLDS	Sacramento D	Isleton CAN AGR		5
4N 3E Andrus Island California Cooperative Cannery Maps: 1931 HTPO.				5 BLDS	Sacramento D	Isleton CAN AGR		5
4N 3E Andrus Island Isleton Cannery Maps: 1931 HTPO.				2 BLDS	Sacramento D	Isleton CAN AGR		5
4N 3E Andrus Island Libby, McNeil & Libby Co. Maps: 1931 HTPO.				8 BLDS	Sacramento D	Isleton CAN AGR		5
4N 3E Brannan Island C. F. Terchurer site Maps: 1913 DLTA.				BLD	Sacramento C	Isleton ISL UNK		5
4N 3E Brannan Island H. F. Smith site Maps: 1913 DLTA. Refs: Wright 1880: 263				BLD	Sacramento C	Isleton RES RUR		5
4N 3E Grand Island 4 UNS Maps: 1931 HTPO.				1-4 BLDS	Sacramento each D	Isleton ISL UNK		5
4N 3E Grand Island Bixler site Maps: 1913 DLTA. Refs: Irwin 1973				BLD	Sacramento C	Isleton FRM AGR		3

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
4N 3E China Ranch Landing Maps: 1913 DLTA; 1931 HTPO; 1986 CHAN.	Grand Island	SIT	Sacramento	Isleton			3
			C-D	LND TRN			
4N 3E Howard Landing Maps: 1910, 1978 USGS; 1931 HTPO. Note: This site may be the Grand Island Ferry site pictured in Sacramento Bee 1894: 49.	Grand Island	SIT	Sacramento	Isleton			5
			C-D	LND TRN			
4N 3E Matthews site Maps: 1913 DLTA.	Grand Island	BLD	Sacramento	Isleton			5
			C	ISL UNK			
4N 3E Sterns site Maps: 1913 DLTA.	Grand Island	BLD	Sacramento	Isleton			5
			C	ISL UNK			
4N 3E Turner site Maps: 1913 DLTA.	Grand Island	BLD	Sacramento	Isleton			5
			C	ISL UNK			
4N 3E Walker Landing Maps: 1910, 1978 USGS; 1931 HTPO. Refs: Frickstad 1955: 135 Note: A town named Walker was a post office site between 1874 and 1881. Whether it was located at this site is not clear.	Grand Island	SIT	Sacramento	Isleton			5
			C-D	LND TRN			
4N 3E Smith site Maps: 1913 DLTA; 1931 HTPO.	Ryer Island	BLD	Sacramento	Isleton			5
			C-D	ISL UNK			
4N 3E 6 UNS Maps: 1910 USGS; 1931 HTPO.	Ryer Island	1-3 BLDs	Solano	Isleton			5
			each C-D	ISL UNK			
4N 3E UN landing Maps: 1931 HTPO.	Ryer Island	SIT	Solano	Isleton			5
			D	LND TRN			
4N 4E C. C. Perkins site Maps: 1913 DLTA.	Andrus Island	BLD	Sacramento	Isleton			5
			C	ISL UNK			
4N 4E C. K. Davis site Maps: 1913 DLTA.	Andrus Island	BLD	Sacramento	Isleton			5
			C	ISL UNK			
4N 4E Drawbridge Maps: 1910 USGS; 1931 HTPO. Note: Southern Pacific Railroad bridge, spanning Georgia Slough between Andrus Island and Tyler Island.	Andrus Island	STR	Sacramento	Isleton			5
			C-D	BRG TRN			
4N 4E Foster site Maps: 1913 DLTA.	Andrus Island	BLD	Sacramento	Isleton			5
			C	ISL UNK			
4N 4E G. A. Knott site Maps: 1913 DLTA; 1913 USGS. Refs: Wright 1880: 263; Western Shores Gazeteer 1870: 263	Andrus Island	BLD	Sacramento	Isleton			5
			B-C	RES RUR			

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
4N 4E Mrs. Hensley site Maps: 1913 DLTA; 1931 HTPO.			Andrus Island	BLD	Sacramento C-D	Isleton ISL UNK	5
4N 4E Mrs. Smith site Maps: 1913 DLTA; 1913 USGS.			Andrus Island	BLD	Sacramento C	Isleton ISL UNK	5
4N 4E Mrs. Thisby site Maps: 1913 DLTA; 1913 USGS. Refs: Wright 1880: 264; Lewis Publishing 1890: 480			Andrus Island	BLD	Sacramento B-C	Isleton RES RUR	5
4N 4E Pool site Maps: 1913 DLTA. Refs: Wright 1880: 263			Andrus Island	BLD	Sacramento C	Isleton RES RUR	5
4N 4E Southern Pacific Wharf Maps: 1931 HTPO.			Andrus Island	SIT	Sacramento D	Isleton LND TRN	8
4N 4E Turner site Maps: 1913 DLTA; 1931 HTPO.			Andrus Island	BLD	Sacramento C-D	Isleton ISL UNK	5
4N 4E Wilcox site Maps: 1913 DLTA; 1931 HTPO.			Andrus Island	BLD	Sacramento C-D	Isleton ISL UNK	5
4N 4E 6 UN landings Maps: 1910 USGS; 1931 HTPO.			Grand Island	SIT	Sacramento C-D	Isleton LND TRN	5
4N 4E 6 UNS Maps: 1910 USGS; 1931 HTPO.			Grand Island	1-2 BLDS	Sacramento each C-D	Isleton ISL UNK	5
4N 4E C. Berlin site Maps: 1913 DLTA; 1931 HTPO.			Grand Island	BLD	Sacramento C-D	Isleton ISL UNK	5
4N 4E C. Wickstrom site Maps: 1913 DLTA. Refs: Lewis Publishing 1890: 464			Grand Island	BLD	Sacramento C	Isleton RES RUR	5
4N 4E California Conserving Co. Maps: 1931 HTPO.			Grand Island	3 BLDS	Sacramento D	Isleton CAN AGR	5
4N 4E D. Cordoza site Maps: 1913 DLTA.			Grand Island	BLD	Sacramento C	Isleton ISL UNK	5
4N 4E D. Leary #1 site Maps: 1913 DLTA; 1931 HTPO.			Grand Island	BLD	Sacramento C-D	Isleton ISL UNK	5
4N 4E D. Leary #2 site Maps: 1913 DLTA; 1931 HTPO.			Grand Island	BLD	Sacramento C-D	Isleton ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS		
4N	4E		Grand Island J. Kennedy site Maps: 1913 DLTA.	BLD	Sacramento C	Isleton ISL	UNK	5	
4N	4E		Grand Island John Smith site Maps: 1913 DLTA; 1931 HTPO.	BLD	Sacramento C-D	Isleton ISL	UNK	5	
4N	4E		Grand Island Johnson and Lind site Maps: 1913 DLTA; 1931 HTPO.	BLD	Sacramento C-D	Isleton ISL	UNK	5	
4N	4E		Grand Island Libby, McNeill & Libby Co. Maps: 1931 HTPO. Refs: McGowan 1961: 15	9 BLDS	Sacramento D	Isleton CAN	AGR	5	
4N	4E		Grand Island McCarty site Maps: 1913 DLTA; 1931 HTPO.	BLD	Sacramento C-D	Isleton ISL	UNK	5	
4N	4E		Grand Island Mrs. Buckley site Maps: 1913 DLTA; 1931 HTPO.	BLD	Sacramento C-D	Isleton ISL	UNK	5	
4N	4E		Grand Island Pratlow Preserving Co. Maps: 1931 HTPO.	5 BLDS	Sacramento D	Isleton CAN	AGR	5	
4N	4E		Grand Island T. W. Sheehan site Maps: 1913 DLTA; 1931 HTPO.	BLD	Sacramento C-D	Isleton ISL	UNK	5	
4N	4E		Tyler Island 33 UNS Maps: 1910 USGS; 1931 HTPO.	1-4 BLDS	Sacramento C-D	Isleton ISL	UNK	5	
4N	4E		Tyler Island Clark #1 site Maps: 1913 DLTA.	BLD	Sacramento C	Isleton ISL	UNK	5	
4N	4E		Tyler Island Clark #2 site Maps: 1913 DLTA.	BLD	Sacramento C	Isleton ISL	UNK	5	
4N	4E		Tyler Island Clark #3 site Maps: 1913 DLTA.	BLD	Sacramento C	Isleton ISL	UNK	5	
4N	4E		Tyler Island Clarks site Maps: 1913 DLTA; 1931 HTPO.	BLD	Sacramento C-D	Isleton ISL	UNK	5	
4N	4E		Tyler Island F. Allens site Maps: 1913 DLTA; 1931 HTPO.	BLD	Sacramento C-D	Isleton ISL	UNK	5	
4N	4E		Tyler Island Hop Goon Landing Maps: 1913 DLTA; 1986 CHAN.	SIT	Sacramento C-D	Isleton LND	TRN	3	
4N	4E		Tyler Island Hop House site Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.	BLD	Sacramento C-D	Isleton FRM	AGR	5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION		ERA	TYPE	THM	PHRS	
4N	4E		Tyler Island		Sacramento	Isleton			
Jergenson site				BLD	C-D	ISL	UNK	5	
Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.									
4N	4E		Tyler Island		Sacramento	Isleton			
Libby, McNeil and Libby Co.				6 BLDS	D	CAN	AGR	5	
Maps: 1931 HTPO.									
4N	4E		Tyler Island		Sacramento	Isleton			
Miller site				BLD	B-C-D	RES	RUR	5	
Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.									
Refs: Wright 1880: 263; Sacramento Bee 1894: 51, 194									
4N	4E		Tyler Island		Sacramento	Isleton			
Thisby site				BLD	C	RES	RUR	5	
Maps: 1913 DLTA.									
Refs: Wright 1880: 264									
4N	4E		Tyler Island		Sacramento	Isleton			
Westfall site				BLD	C	RES	RUR	5	
Maps: 1913 DLTA.									
Refs: Wright 1880: 264									
4N	4E		Andrus Island		Sacramento	Isleton			
10 UN landings				SIT	C-D	LND	TRN	5	
Maps: 1910 USGS; 1931 HTPO.									
4N	4E		Andrus Island		Sacramento	Isleton			
47 UNS				1-7 BLDS	each C-D	ISL	UNK	5	
Maps: 1910 USGS; 1931 HTPO.									
4N	4E		Andrus Island		Sacramento	Isleton			
UN school				BLD	C-D	SCH	EDU	5	
Maps: 1911 USGS; 1923 CTY.									
4N	4E		Andrus Island		Sacramento	Isleton			
USGS Pier No. 9				6 BLDS	D	LND	TRN	5	
Maps: 1931 HTPO.									
4N	4E		Andrus Island		San Joaquin	Isleton			
Colegrove site				BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
4N	4E		Andrus Island		San Joaquin	Isleton			
W. F. Wise site				BLD	C-D	ISL	UNK	5	
Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.									
4N	4E		Andrus Island		San Joaquin	Isleton			
Westfall site				BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
4N	4E		Andrus Island		San Joaquin	Isleton			
Winters site				BLD	C-D	ISL	UNK	5	
Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.									
4N	4E		Brack Tract		San Joaquin	Isleton			
UN camp				3 BLDS	D	CMP	AGR	5	
Maps: 1931 HTPO.									
4N	4E		Brack Tract		San Joaquin	Isleton			
UNS				BLD	C	ISL	UNK	5	
Maps: 1910 USGS.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS		
4N	4E		Staten Island		San Joaquin	Isleton			
11	UN		camp	1-3	BLDS each	CMP	AGR	5	
Maps: 1910 USGS; 1931 HTPO.									
4N	4E		Staten Island		San Joaquin	Isleton			
5	UNS			1-2	BLDS each	ISL	UNK	5	
Maps: 1910 USGS; 1931 HTPO.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Adams site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Anderson site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA; 1913 USGS.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Buttrick site	BLD	C-D	RES	RUR	5	
Maps: 1913 DLTA; 1931 DLTA.									
Refs: Tinkham 1923: 697									
4N	4E		Staten Island		San Joaquin	Isleton			
			Eucalyptus site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Gee Sang Landing	SIT	C-D	LND	TRN	3	
Maps: 1913 DLTA; 1986 CHAN.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Gee Sang Landing	SIT	C-D	LND	TRN	3	
Maps: 1986 CHAN.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Haggins site	BLD	C-D	ISL	UNK	5	
Maps: 1913 DLTA; 1931 HTPO.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Hop Sing Landing	SIT	C-D	LND	TRN	3	
Maps: 1986 CHAN.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Lee Sang Landing	SIT	C-D	LND	TRN	3	
Maps: 1913 DLTA; 1986 CHAN.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Lee Sang Landing	SIT	C-D	LND	TRN	3	
Maps: 1986 CHAN.									
4N	4E		Staten Island		San Joaquin	Isleton			
			M. O'Brien site	BLD	C	ISL	UNK	5	
Maps: 1913 DLTA.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Payson site	BLD	C-D	ISL	UNK	5	
Maps: 1913 DLTA; 1931 HTPO.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Quang Goon Landing	SIT	C-D	LND	TRN	3	
Maps: 1986 CHAN.									
4N	4E		Staten Island		San Joaquin	Isleton			
			Quong Lee Landing	SIT	C-D	LND	TRN	3	
Maps: 1986 CHAN.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
4N 4E Thornton site Maps: 1913 DLTA; 1913 USGS. Refs: Gilbert 1879: 135; Lewis Publishing 1890B: 574			Staten Island	BLD	San Joaquin B-C	Isleton RES RUR	5
4N 4E UN landing Maps: 1931 HTPO.			Staten Island	SIT	San Joaquin D	Isleton LND UNK	5
4N 4E UN school Maps: 1913 DLTA.			Staten Island	BLD	San Joaquin C	Isleton SCH EDU	5
4N 4E Eagle Tree site Maps: 1910 USGS; 1931 HTPO. Refs: Frickstad 1955: 160 Note: Post office, 1903-1904			Staten Island	SIT	San Joaquin C-D	Isleton TWN MXD	5
4N 4E Miller's Ferry Maps: 1931 HTPO. Refs: Gilbert 1879: plate cxvi			Staten Island	SIT	San Joaquin D	Isleton FRY TRN	5
4N 4E Swing bridge Maps: 1931 HTPO. Note: Spans the Mokelumne River to Tyler Island.			Staten Island	STR	San Joaquin D	Isleton BRG TRN	5
4N 3E Isleton Bridge Maps: 1978 USGS. Refs: Caltrans 1985 Note: A Strauss heel bascule bridge, the Isleton Bridge was built in 1923. Considered the work of a master, it was determined eligible for the National Register in 1985.			Andrus Island	STR	Sacramento C-D-E	Isleton BRG TRN	1
4N 3E Town of Isleton Maps: 1913, 1978 USGS; 1931 HTPO. Refs: Gudde 1969: 154; Frickstad 1955: 133; Sacramento Bee 1894: 190-94; Wright 1880: 221; Lewis Publishing 1890: 224; Thompson 1957: 429-31; River News-Herald and Isleton Journal 1966; Delta Advisory Planning Council 1976: 47, B-4; Way 1980 Note: Established in 1874 by Josiah Pool and John Brocas, Isleton grew as a center for beet sugar production, with the California Sugar Manufacturing Company building a first factory in 1876. Post office since 1875. Among structures of local historical importance, the the Technical Supplement for the Delta Advisory Planning Council's 1976 Delta Plan lists the I.O.O.F. Building. The Isleton Oriental School Site was identified as historically important in the Japanese/Japanese-American Ethnic Minority Cultural Resources Survey in 1980, while the Bing Kong Tong building and a school structure were designated as important in the Chinese/Chinese-American component of the same survey.			Andrus Island	SIT	Sacramento B-C-D-	Isleton TWN MXD	2
5N 3E Thornton site Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.			Brannan Island	BLD	Sacramento C-D	Isleton ISL UNK	5
5N 3E 2 UNS Maps: 1910 USGS; 1931 HTPO.			Grand Island	1-3 BLDS	Sacramento each C-D	Isleton ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION		ERA	TYPE	THM	PHRS	
5N	3E		Grand Island		Sacramento	Isleton			
Howard Landing Ferry			SIT	D	FRY	TRN		5	
Maps: 1931 HTPO.									
Note: Crosses the Sacramento River to Ryer Island.									
5N	3E		Ryer Island		Sacramento	Isleton			
Niroduze site			BLD	C-D	ISL	UNK		5	
Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.									
5N	3E		Ryer Island		Solano	Isleton			
3 UNS			1-2 BLDS	each C-D	ISL	UNK		5	
Maps: 1910 USGS; 1931 HTPO.									
5N	3E		Ryer Island		Solano	Isleton			
UN school			BLD	D	SCH	EDU		5	
Maps: 1931 HTPO.									
5N	4E		Andrus Island		Sacramento	Isleton			
4 UNS			1-3 BLDS	each C-D	ISL	UNK		5	
Maps: 1910 USGS; 1931 HTPO.									
5N	4E		Andrus Island		Sacramento	Isleton			
E. Danns site			BLD	C	ISL	UNK		5	
Maps: 1913 DLTA.									
5N	4E		Andrus Island		Sacramento	Isleton			
P. Crow site			BLD	C	ISL	UNK		5	
Maps: 1913 DLTA; 1913 USGS.									
5N	4E		Andrus Island		Sacramento	Isleton			
Thisby site			BLD	C-D	RES	RUR		5	
Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.									
Refs: Wright 1880: 264; Lewis Publishing 1890: 225									
5N	4E		Grand Island		Sacramento	Isleton			
5 UN landings			SIT	C-D	LND	TRN		5	
Maps: 1910 USGS; 1931 HTPO.									
5N	4E		Grand Island		Sacramento	Isleton			
8 UNS			1-4 BLDS	each C-D	ISL	UNK		5	
Maps: 1910 USGS; 1931 HTPO.									
5N	4E		Grand Island		Sacramento	Isleton			
Beaver Union School			BLD	D	SCH	EDU		5	
Maps: 1923 CTY; 1931 HTPO.									
5N	4E		Grand Island		Sacramento	Isleton			
C. Hansen site			BLD	C-D	ISL	UNK		5	
Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.									
5N	4E		Grand Island		Sacramento	Isleton			
Cannery Landing			SIT	C-D	LND	TRN		5	
Maps: 1913 DLTA; 1931 HTPO.									
Note: Located across the Sacramento River from Walnut Grove and the Delta Cross Channel.									
5N	4E		Grand Island		Sacramento	Isleton			
F. Peters site			BLD	C	ISL	UNK		5	
Maps: 1913 DLTA; 1913 USGS.									
5N	4E		Grand Island		Sacramento	Isleton			
J. Albert site			BLD	C-D	ISL	UNK		5	
Maps: 1913 DLTA; 1913 USGS; 1931 HTPO.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
5N 4E J. L. Kercheval site Maps: 1913 DLTA; 1913 USGS.			Grand Island BLD	Sacramento C	Isleton ISL UNK		5
5N 4E M. Madge site Maps: 1913 DLTA; 1913 USGS; 1931 HTPO. Refs: Wright 1880: 263			Grand Island BLD	Sacramento B-C-D	Isleton RES RUR		5
5N 4E Town of Ryde Maps: 1910, 1978 USGS; 1931 HTPO. Refs: Gudde 1969: 275; Frickstad 1955: 134; Delta Advisory Planning Council 1976: 47, B-7 Note: Town established in 1892, with a post office dating from that year. Important structures include the Ryde Hotel building, constructed in 1926.			Grand Island SIT	Sacramento C-D-E	Isleton TWN MXD		3
5N 4E UN school Maps: 1911 CTY.			Grand Island BLD	Sacramento C	Isleton SCH EDU		5
5N 4E UN school Maps: 1911 CTY. Note: Located adjacent to the Ryde town site.			Grand Island BLD	Sacramento C	Isleton SCH EDU		5
5N 4E Walnut Grove-West Bank Maps: 1910, 1978 USGS; 1931 HTPO. Refs: Graham 1982A Note: Robert Kercheval sold to Bob Clampett a tract of swampy land across the Sacramento River from Walnut Grove in the 1920s. After Clampett drained and subdivided it, this site became an extension of the Walnut Grove community, containing the following buildings of historical note: St. Anthony's Catholic Church; Walnut Grove Presbyterian Church; Walnut Grove Firehouse No. 1; Roman Catholic Convent; Bridgetender building; Central Market building.			Grand Island SIT	Sacramento C-D	Isleton TWN MXD		3
5N 4E 2 swing bridges Maps: 1931 HTPO. Refs: Hoover 1990: 298 Note: The modern bridge across the Sacramento River, erected in 1952, replaced a 1916 bridge that was the first cantilevered counterweight bascule bridge built in the West.			Tyler Island STR	Sacramento C-D-E	Isleton BRG TRN		8

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
5N 4E Town of Walnut Grove			Tyler Island SIT	Sacramento B-C-D-	Isleton TWN	MXD	1
Maps: 1910, 1978 USGS; 1931 HTPO. Refs: Wright 1880: 221; Lewis Publishing 1890: 226; Sacramento Bee 1894: 194; Thompson 1957: 426-28; Frickstad 1955: 135; Delta Advisory Planning Council 1976: 46; Hoover 1990: 298; Graham 1982B; Way 1980; Costello and Maniery 1988; Maniery 1990 Note: Site settled in 1850 or 1851, with a post office established in 1856. The Gakuen Hall, the Walnut Grove Japanese Community Center--built in 1927 and later renamed the East Walnut Grove Estates Center--was placed on the National Register of Historic Places in 1982. The Imperial Theater was also listed on the National Register in 1982. Other structures of historical note include the Cummings Blacksmith Shop; the Jean Harvie Brick School (PHI SAC-008); the butcher shop; the Bank of Alex Brown building; the Big Store building; the hardware store building; the post office building; and the John Brown home. The Sharp Family Cemetery is also a historically sensitive site. The extensive Chinese and Japanese sections of the town burned in 1915 and again in 1937. The Walnut Grove Commercial and Residential Historic District, the Walnut Grove Japanese/Japanese-American Historic District, and the Walnut Grove Chinese/Chinese-American Historic District, all identified in the 1979 Ethnic Minority Cultural Resources Survey sponsored by the State Office of Historic Preservation, were nominated and placed on the National Register in 1990. In addition, the Walnut Grove Oriental School Site, the Walnut Grove Filipino District, and the Walnut Grove Kawashimo site were all identified as historically important in the Japanese/Japanese-American Ethnic Minority Cultural Resources Survey.							
5N 4E Tyler Island School			Tyler Island BLD	Sacramento D	Isleton SCH	EDU	5
Maps: 1923 CTY.							
2N 2E 6 UN camps			Jersey Island 1-4 BLDS	Contra Costa each D	Jersey Island CMP	AGR	5
Maps: 1931 HTPO.							
2N 2E 13 UNS			Sherman Island 1-4 BLDS	Sacramento each D	Jersey Island ISL	UNK	5
Maps: 1931 USGS.							
2N 2E Baldocchi Landing			Sherman Island SIT	Sacramento C-D	Jersey Island LND	TRN	5
Maps: 1913 DLTA; 1931 HTPO. Note: Called Guttman's Landing on 1913 DLTA map. Located on the San Joaquin River.							
2N 2E Gutman Landing			Sherman Island SIT	Sacramento D	Jersey Island LND	TRN	5
Maps: 1923 CTY; 1931 HTPO. Note: This site is called Curtis Landing on the 1931 HTPO map. Located on the San Joaquin River.							
1 2N 2E Schad Landing No. 2			Sherman Island SIT	Sacramento D	Jersey Island LND	TRN	5
Maps: 1931 HTPO. Note: Located on the San Joaquin River.							
2N 2E 15 No sites				Contra Costa	Jersey Island		9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
2N 2E 22 UNS Maps: 1931 HTPO.			2 BLDS	Contra Costa D	Jersey Island ISL UNK	5
2N 2E 23 5 UNS Maps: 1931 HTPO.			2-3 BLDS	Contra Costa each D	Jersey Island ISL UNK	5
2N 2E 24 2 UNS Maps: 1931 HTPO; 1952 USGS.			2-4 BLDS	Contra Costa each D-E	Jersey Island ISL UNK	5
2N 3E 14 UNS Maps: 1911 USGS; 1913 DLTA; 1931 HTPO. Note: The north shore of Taylor Slough south of Canal Road and the canal shows a continous series of buildings, divided here into nine site entries.		Bethel Island	1-12 BLDS	Contra Costa each C-D	Jersey Island ISL UNK	5
2N 3E Anglo Ranch Maps: 1911, 1978 USGS; 1913 DLTA; 1931 HTPO.		Bethel Island	2 BLDS	Contra Costa C-D-E	Jersey Island FRM AGR	5
2N 3E Bercut Ranch Maps: 1911, 1978 USGS; 1913 DLTA; 1931 HTPO.		Bethel Island	4 BLDS	Contra Costa C-D-E	Jersey Island FRM AGR	5
2N 3E Blumfield Ranch Maps: 1911, 1978 USGS; 1913 DLTA; 1931 HTPO.		Bethel Island	6 BLDS	Contra Costa C-D-E	Jersey Island FRM AGR	5
2N 3E Jack Sing Ranch Maps: 1911, 1978 USGS; 1913 DLTA; 1931 HTPO.		Bethel Island	5 BLDS	Contra Costa C-D-E	Jersey Island FRM AGR	5
2N 3E Jersey Landing No. 3 Maps: 1913 DLTA; 1931 HTPO.		Bethel Island	SIT	Contra Costa C-D	Jersey Island LND TRN	5
2N 3E Town of Bethel Island Maps: 1911, 1978 USGS; 1913 DLTA; 1931 HTPO. Refs: Frickstad 1955: 21 Note: Post office since 1947.		Bethel Island	SIT	Contra Costa C-D-E	Jersey Island TWN MXD	3
2N 3E UN camp Maps: 1931 HTPO.		Bethel Island	BLD	Contra Costa D	Jersey Island CMP AGR	5
2N 3E Babbe's Landing Maps: 1978 USGS. Refs: Munro-Frazer 1882: 484; Delta Area Planning Council 1976: 44.7; Department of Parks and Recreation 1976: 68; Gregory and Soule 1977: 52; Theodoratus 1980: 114 Note: Described as a shipping site for the Iron Horse and Eden Plains area, for transporting horses and hay to San Francisco, and the site of the Martin Hamburg store. A tentative site identification on Dutch Slough at the intersection with Empire Slough approximates the historical location, since the original Seller Road landmark no longer exists.		Dutch Slough Oi	SIT	Contra Costa B-C	Jersey Island LND TRN	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME	DESCRIPTION	ERA	TYPE	THM	PHRS	
2N 3E 2 UN camps Maps: 1931 HTPO.	Franks Tract 4-5 BLDS	Contra Costa each D	Jersey Island CMP AGR		5	
2N 3E Ferry slip Maps: 1911 USGS; 1931 HTPO.	Franks Tract SIT	Contra Costa C-D	Jersey Island FRY TRN		5	
2N 3E 4 UNS Maps: 1931 HTPO.	Jersey Island 1-2 BLDS	Contra Costa each D	Jersey Island ISL UNK		5	
2N 3E 6 UN camps Maps: 1931 HTPO.	Jersey Island 15 BLDS	Contra Costa each D	Jersey Island CMP AGR		5	
2N 3E Fill trestle Maps: 1911 USGS; 1931 HTPO. Note: Crosses Dutch slough on Jersey Island Road, joining with the Dutch Slough Oil Field on the south.	Jersey Island STR	Contra Costa C-D	Jersey Island BRG TRN		5	
2N 3E Jersey Headquarters Landing Maps: 1911 USGS; 1913 DLTA; 1931 HTPO.	Jersey Island SIT	Contra Costa C-D	Jersey Island LND TRN		5	
2N 3E Jersey Landing No. 2 Maps: 1913 DLTA; 1931 HTPO.	Jersey Island SIT	Contra Costa C-D	Jersey Island LND TRN		5	
2N 3E Sunken barges Maps: 1931 HTPO. Note: Sites noted on the Sacramento River, downstream from Jersey Landing.	Jersey Island STR	Contra Costa D	Jersey Island OTH TRN		5	
2N 3E 19 Iron House Landing Maps: 1871 CTY. Refs: Theodoratus 1980: 120	Jersey Island SIT	Contra Costa B	Jersey Island LND TRN		3	
2N 2E Riverside School Maps: 1913 DLTA; 1923 CTY; 1931 HTPO.	Sherman Island STR	Sacramento C-D	Jersey Island SCH EDU		3	
3N 2E Decker Landing Maps: 1931 HTPO.	Decker Island SIT	Sacramento D	Jersey Island LND TRN		5	
3N 2E R. Hansen site Maps: 1913 DLTA; 1931 HTPO.	Decker Island BLD	Sacramento C-D	Jersey Island ISL UNK		5	
3N 2E 7 UNS Maps: 1931 HTPO.	Sherman Island 1-4 BLDS	Sacramento each D	Jersey Island ISL UNK		5	
3N 2E Bakers site Maps: 1913 DLTA.	Sherman Island BLD	Sacramento C	Jersey Island ISL UNK		5	
3N 2E Blumenberg Ranch Maps: 1913 DLTA; 1931 HTPO.	Sherman Island BLD	Sacramento C-D	Jersey Island FRM AGR		5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
3N 2E Boat house Maps: 1931 HTPO.			Sherman Island STR	Sacramento D	Jersey Island OTH REC	5
3N 2E Emmaton Landing Maps: 1913 DLTA; 1931 HTPO.			Sherman Island SIT	Sacramento C-D	Jersey Island LND TRN	5
3N 2E Fish wharf Maps: 1931 HTPO. Note: Located on the Sacramento River.			Sherman Island STR	Sacramento D	Jersey Island LND FSH	5
3N 2E Sherman School Maps: 1911 USGS; 1913 DLTA; 1923 CTY; 1931 HTPO.			Sherman Island BLD	Sacramento C-D	Jersey Island SCH EDU	3
3N 2E Town of Emmaton Maps: 1911, 1978 USGS; 1913 DLTA; 1923 CTY; 1931 HTPO. Refs: Thompson 1957: 420-21; Frickstad 1955: 132; Wright 1880: 220; Lewis Publishing 1890: 225; Theodoratus 1980: 125 Note: Located on the Sacramento River. Post office, 1871-1883 and 1905-1918. Founded by Robert Beasley, the town was established at the locality of Beasley's Ferry.			Sherman Island SIT	Sacramento B-C-D	Jersey Island TWN MXD	3
3N 2E UN bridge Maps: 1931 HTPO. Note: Crosses Threemile Slough on Sherman Island Road, connecting Sherman Island with Brannan Island.			Sherman Island STR	Sacramento D	Jersey Island BRG TRN	5
XXI 3N 2E No sites			Brannan Island	Sacramento	Jersey Island	9
3N 2E Crums Landing Maps: 1913 DLTA; 1931 HTPO.			Los Ulpinos SIT	Solano C-D	Jersey Island LND TRN	5
3N 3E 8 UN camps Maps: 1911 USGS; 1931 HTPO. Refs: Maniery 1990; CAI-CCO n.d. Note: Includes 2 camps identified by Maniery's report and not otherwise shown on historical maps of the area. Both of these sites are recorded in the California Archeological Inventory: CA-CCo-583H and CA-CCo-584H.			Webb Tract 1-5 BLDS each	Contra Costa C-D	Jersey Island CMP AGR	3
3N 3E Ferry slip Maps: 1931 HTPO.			Webb Tract SIT	Contra Costa D	Jersey Island FRY TRN	5
3N 3E UNS Maps: 1911 USGS.			Webb Tract BLD	Contra Costa C	Jersey Island ISL UNK	5
3N 3E 7 UN camps Maps: 1911 USGS; 1913 DLTA; 1931 HTPO.			Bradford Island 2-4 BLDS each	Contra Costa C-D	Jersey Island CMP AGR	5
3N 3E 9 UNS Maps: 1911 USGS; 1913 DLTA; 1931 HTPO.			Bradford Island 1-2 BLDS each	Contra Costa C-D	Jersey Island ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
3N 3E Bradford Island Bradford Camp Maps: 1911 USGS; 1913 DLTA; 1931 HTPO.			3 BLDS	Contra Costa C-D	Jersey Island FRM AGR	3
3N 3E Bradford Island Ferry slips Maps: 1911 USGS; 1931 HTPO. Note: Located on False River, facing Franks Tract.			SIT	Contra Costa C-D	Jersey Island FRY TRN	5
3N 3E Bradford Island UN landing Maps: 1931 HTPO.			SIT	Contra Costa D	Jersey Island LND TRN	5
3N 3E Brannan Island Jackson Slough Landing Maps: 1913 DLTA.			SIT	Sacramento C	Jersey Island LND TRN	5
3N 3E Brannan Island UNS Maps: 1931 HTPO.			BLD	Sacramento D	Jersey Island ISL UNK	5
3N 3E Sherman Island 4 UNS Maps: 1931 HTPO.			2-4 BLDS	Sacramento each D	Jersey Island ISL UNK	5
3N 3E Sherman Island Diersen Landing Maps: 1931 HTPO.			SIT	Sacramento D	Jersey Island LND TRN	5
3N 3E Sherman Island Isador School Maps: 1911 USGS; 1923 CTY; 1931 HTPO.			BLD	Sacramento C-D	Jersey Island SCH EDU	3
3N 3E Sherman Island McDonald Landing Maps: 1913 DLTA; 1931 HTPO.			SIT	Sacramento C-D	Jersey Island LND TRN	5
3N 3E Sherman Island Novera site Maps: 1931 HTPO.			5 BLDS	Sacramento D	Jersey Island ISL UNK	5
3N 3E Sherman Island Town of Schad Maps: 1913 DLTA; 1923 CTY; 1931 HTPO. Refs: Frickstad 1955: 134 Note: Called Schad Landing on the 1931 HTPO map. Post office, 1910-1920.			SIT	Sacramento C-D	Jersey Island VLL MXD	3
3N 3E Sherman Island UN landing Maps: 1931 HTPO.			SIT	Sacramento D	Jersey Island LND TRN	5
3N 3E Twitchell Islan Kentucky Landing Maps: 1913 DLTA; 1923 CTY; 1931 HTPO.			SIT	Sacramento C-D	Jersey Island LND TRN	5
3N 3E Twitchell Islan Larson Landing Maps: 1913 DLTA; 1923 CTY; 1931 HTPO. Note: This site appears as Kentucky Landing on the 1913 DLTA map and the 1931 HTPO map.			SIT	Sacramento C-D	Jersey Island LND TRN	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
3N 3E 12 UNS Maps: 1911 USGS; 1931 HTPO.			Twitchell Islan 1-5 BLDS	Sacramento each C-D	Jersey Island ISL UNK	5
3N 3E Abandoned landing Maps: 1931 HTPO.			Twitchell Islan SIT	Sacramento D	Jersey Island LND TRN	5
3N 3E Brown's Dairy Landing Maps: 1913 DLTA; 1931 HTPO.			Twitchell Islan SIT	Sacramento C-D	Jersey Island LND TRN	5
3N 3E Dulton or Twitchell Island School Maps: 1923 CTY; 1931 HTPO.			Twitchell Islan BLD	Sacramento D	Jersey Island SCH EDU	3
3N 3E Mackenson site Maps: 1931 HTPO.			Twitchell Islan BLD	Sacramento D	Jersey Island ISL UNK	5
3N 3E McCormick Landing Maps: 1931 HTPO.			Twitchell Islan SIT	Sacramento D	Jersey Island LND TRN	5
3N 3E Oulton Landing Maps: 1913 DLTA; 1923 CTY; 1931 HTPO. Note: Variously indicated as Oulton or Dulton Landing			Twitchell Islan SIT	Sacramento C-D	Jersey Island LND TRN	5
3N 3E Rosetta Landing Maps: 1913 DLTA; 1931 HTPO.			Twitchell Islan SIT	Sacramento C-D	Jersey Island LND TRN	5
7N 4E 34 UN school Maps: 1923 CTY.			BLD	Yolo D	larksburg SCH EDU	5
1S 5E 7 UNS Maps: 1915 USGS; 1931 HTPO.			Roberts Island 1-3 BLDS	San Joaquin each C-D	Lathrop ISL UNK	5
1S 5E No sites			Stewart Tract	San Joaquin	Lathrop	9
1S 6E 10 UNS Maps: 1910 USGS; 1931 HTPO. Note: Except for two structures along Bowman Road, all sites closely border the San Joaquin River.			Campo De Los Fr 1-8 BLDS	San Joaquin C-D	Lathrop ISL UNK	5
1S 6E 38 UNS Maps: 1915 USGS; 1931 HTPO. Note: Most sites closely border the Old River or the San Joaquin River.			Roberts Island 1-2 BLDS	San Joaquin each C-D	Lathrop ISL UNK	5
1S 6E Garden School Maps: 1915 USGS; 1931 HTPO; 1940 CTY.			Roberts Island BLD	San Joaquin C-D	Lathrop SCH EDU	3

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
1S 6E Brandt Bridge			Roberts Island	Campo De Los Fr	San Joaquin	Lathrop C-D-E	BRG TRN	3	
Maps: 1910, 1978 USGS; 1913 DLTA; 1931 HTPO.									
Note: Spans the San Joaquin River on Bowman Road to Roberts Island. Designated as the site of Brandt's Ferry on 1913 DLTA map.									
1S 6E 3 UNS			Stewart Tract	1-2 BLDs	San Joaquin	Lathrop C-D	ISL UNK	5	
Maps: 1915 USGS; 1931 HTPO.									
1S 6E 13					San Joaquin	Lathrop		9	
No sites									
1S 6E 14				2 BLDs	San Joaquin	Lathrop B	RES RUR	5	
UN house and barn Maps: 1872 GLO.									
1S 6E 23					San Joaquin	Lathrop		9	
No sites									
1S 6E 26				BLD	San Joaquin	Lathrop C	ISL UNK	5	
2 UNS Maps: 1915 USGS.									
1S 6E 26				SIT	San Joaquin	Lathrop C-D-E	TWN MXD	5	
Town of Lathrop Maps: 1913 DLTA; 1915, 1987 USGS.									
Refs: Lewis Publishing 1890B; 200; Hoover 1990: 351; Gudde 1969: 174									
Note: Established in 1887, when the Southern Pacific Railroad line was built through this area.									
1S 6E 35				BLD	San Joaquin	Lathrop C	ISL UNK	5	
4 UNS Maps: 1915 USGS.									
1S 6E 36				BLD	San Joaquin	Lathrop C	ISL UNK	5	
UNS Maps: 1915 USGS.									
1S 6E unsec				SIT	San Joaquin	Lathrop C	FRY TRN	5	
Frewarts Ferry Maps: 1913 DLTA.									
Refs: Gilbert 1879: 1232, plate 160; Tinkham 1923: 1075									
Note: Owned by Carl Conrad Frewart, whose biography appears in Gilbert.									
2S 5E 3 UNS				El Pescadero (P	San Joaquin	Lathrop C-D	ISL UNK	5	
BLD Maps: 1915 USGS; 1931 HTPO.									
2S 5E			Stewart Tract		San Joaquin	Lathrop		9	
No sites									
2S 5E			Stewart Tract	El Pescadero (P	San Joaquin	Lathrop D	BRG TRN	5	
Fixed bridge Maps: 1931 HTPO.									
Note: Crosses Paradise Cut on Paradise Road between Stewart Tract and El Pescadero.									
2S 5E 24				BLD	San Joaquin	Lathrop D	SCH EDU	3	
Banta School Maps: 1940 CTY.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
2S 5E 24 Town of Banta			SIT	San Joaquin B-C-D-	Lathrop TWN MXD		3
Maps: 1862 GLO; 1915, 1987 USGS. Refs: Gilbert 1879: 130; Tinkham 1923: 883; Thompson 1957: 422-23; Gudde 1969: 22; Frickstad 1955: 159 Note: Originally called Banta Station, this site was first located on the Western Pacific's rail line between Oakland and Stockton in the late 1860s; post office since 1872.							
2S 5E 24 UN hotel			BLD	San Joaquin B	Lathrop RDX CML		5
Maps: 1862 GLO.							
2S 6E 15 UNS			El Pescadero (G San Joaquin 1-2 BLDS each	C-D	Lathrop ISL UNK		5
Maps: 1915 USGS; 1931 HTPO.							
2S 6E Mossdale School			El Pescadero (G San Joaquin BLD	C-D	Lathrop SCH EDU		5
Maps: 1915 USGS; 1940 CTY.							
2S 6E Mossdale site			El Pescadero (G San Joaquin SIT	B-C-D	Lathrop RRX TRN		2
Maps: 1869 GLO; 1915 USGS; 1931 HTPO. Refs: Hoover 1990: 357-58; Frickstad 1955: 162; Department of Parks and Recreation 1976: 82; Department of Parks and Recreation 1979: 121; Delta Advisory Planning Council 1976: 50; Gregory and Soule 1977: 45, 49 Note: Site of the first ferry to be operated on the San Joaquin River, started in 1848. The 1869 GLO map shows the legend "Ferry & Bonsell's house," but Jacob Bonsell had died in 1852 and his widow remarried to James Shepherd. Called briefly Shepherd's Ferry, the site was acquired by William T. Moss and renamed Mossdale in 1856. Construction of the railroad bridge here in 1869 completed the Central Pacific's transcontinental railroad line from San Francisco to Sacramento. A post office was located here in 1911 only. The site is designated as State Historical Landmark 780-7 to commemorate the first transcontinental railroad connection.							
2S 6E Paradise Dam			El Pescadero (G San Joaquin STR	D	Lathrop DAM WAT		5
Maps: 1931 HTPO. Note: Located on the San Joaquin River at the mouth of Paradise Cut.							
2S 6E 3 UNS			El Pescadero (P San Joaquin BLD	C	Lathrop ISL UNK		5
Maps: 1915 USGS.							
2S 6E 01 UNS			BLD	San Joaquin B	Lathrop ISL UNK		5
Maps: 1869 GLO.							
2S 6E 01 Visher's house			BLD	San Joaquin B	Lathrop RES RUR		5
Maps: 1869 GLO. Refs: Lewis 1890B: 477 Note: A similar site with the same name located in section 2, a half mile away.							
2S 6E 02 4 UNS			BLD	San Joaquin C	Lathrop ISL UNK		5
Maps: 1915 USGS. Note: All located along McKinley Avenue.							

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
2S 6E 02 Visher's house Maps: 1869 GLO. Refs: Lewis 1890B: 477 Note: A similar site with the same name located in section 1, a half mile away.				BLD	San Joaquin B	Lathrop RES RUR	5
2S 6E 12 2 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Lathrop ISL UNK	5
2S 6E 13 Rustic School Maps: 1915, 1987 USGS.				BLD	San Joaquin C-D-E	Lathrop SCH EDU	3
2S 6E 13 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Lathrop ISL UNK	5
2S 6E 24 2 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Lathrop ISL UNK	5
5N 2E Hastings Tract 5 UNS Maps: 1931 HTP0.				3-5 BLDS	Solano each D	Liberty Island ISL UNK	5
5N 2E Hastings Tract Headquarters site Maps: 1931 HTP0.				4 BLDS	Solano D	Liberty Island FRM AGR	5
5N 2E Hastings Tract McCoy Landing Maps: 1931 HTP0.				SIT	Solano D	Liberty Island LND TRN	5
5N 2E Liberty Island Liberty Farms site Maps: 1931 HTP0. Refs: Frickstad 1955: 192 Note: Post office since 1952				SIT	Solano D-E	Liberty Island VLL MXD	3
5N 2E Liberty Island UN school Maps: 1931 HTP0.				BLD	Solano D	Liberty Island SCH EDU	5
5N 2E Moore Tract 2 UNS Maps: 1931 HTP0.				6-8 BLDS	Solano each D	Liberty Island ISL UNK	5
5N 2E Peters Pocket UNS Maps: 1931 HTP0.				4 BLDS	Solano D	Liberty Island ISL UNK	5
5N 2E Liberty Island 6 UN camps Maps: 1931 HTP0.				2-5 BLDS	Yolo each D	Liberty Island CMP AGR	5
5N 2E Liberty Island Headquarters site Maps: 1931 HTP0.				BLD	Yolo D	Liberty Island FRM AGR	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME				DESCRIPTION	ERA	TYPE THM PHRS
5N 2E 03 No sites					Solano	Liberty Island 9
5N 2E 04 No sites					Solano	Liberty Island 9
5N 3E 5 UN camps Maps: 1906 USGS; 1931 HTPO.			Liberty Island	1-6 BLDS each	Solano C-D	Liberty Island CMP AGR 5
5N 3E No sites			Little Holland		Solano	Liberty Island 9
5N 3E 5 UNS Maps: 1906 USGS; 1931 HTPO.			Prospect Island	1-2 BLDS each	Solano C-D	Liberty Island ISL UNK 5
5N 3E Woodward Landing Maps: 1906 USGS; 1931 HTPO. Note: This site is now surrounded by dry land, near Medora Lake, since the Sacramento River Deep Water Ship Channel relocated the river to the west.			Prospect Island	SIT	Solano C-D	Liberty Island LND TRN 8
5N 3E 2 UNS Maps: 1931 HTPO.			Ryer Island	BLD	Solano D	Liberty Island ISL UNK 5
5N 3E California Packers Headquarters Maps: 1931 HTPO.			Ryer Island	2 BLDS	Solano D	Liberty Island CAN AGR 5
5N 3E Carey site Maps: 1913 DLTA.			Ryer Island	BLD	Solano C	Liberty Island ISL UNK 5
5N 3E Chickory Wharf Maps: 1931 HTPO.			Ryer Island	SIT	Solano D	Liberty Island LND TRN 5
5N 3E D. C. Stewart Landing Maps: 1931 HTPO.			Ryer Island	SIT	Solano D	Liberty Island LND TRN 5
5N 3E Jewett T. Kidder Landing Maps: 1931 HTPO.			Ryer Island	SIT	Solano D	Liberty Island LND TRN 5
5N 3E Lents Landing Maps: 1931 HTPO.			Ryer Island	SIT	Solano D	Liberty Island LND TRN 5
5N 3E Thomas site Maps: 1913 DLTA.			Ryer Island	BLD	Solano C	Liberty Island ISL UNK 5
5N 3E UN ferry Maps: 1906 USGS.			Ryer Island	SIT	Solano C	Liberty Island FRY TRN 5
5N 3E W. A. Stewart Landing Maps: 1931 HTPO.			Ryer Island	SIT	Solano D	Liberty Island LND TRN 5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME				DESCRIPTION	ERA	TYPE THM PHRS
6N 2E No sites			Moore Tract		Solano	Liberty Island 9
6N 2E 10 No sites					Solano	Liberty Island 9
6N 2E 11 No sites					Solano	Liberty Island 9
6N 2E 12 No sites					Solano	Liberty Island 9
6N 2E 13 No sites					Solano	Liberty Island 9
6N 2E 14 3 UNS Maps: 1906 USGS.				1-2 BLDS	each C	Liberty Island ISL UNK 5
6N 2E 15 UNS Maps: 1906 USGS.				2 BLDS	C	Liberty Island ISL UNK 5
6N 2E 16 No sites					Solano	Liberty Island 9
6N 2E 21 UNS Maps: 1906 USGS.				BLD	C	Liberty Island ISL UNK 5
6N 2E 22 No sites					Solano	Liberty Island 9
6N 2E 23 No sites					Solano	Liberty Island 9
6N 2E 24 No sites					Solano	Liberty Island 9
6N 2E 25 No sites					Solano	Liberty Island 9
6N 2E 26 No sites					Solano	Liberty Island 9
6N 2E 27 UNS Maps: 1906 USGS.				BLD	C	Liberty Island ISL UNK 5
6N 2E 28 No sites					Solano	Liberty Island 9
6N 2E 33 No sites					Solano	Liberty Island 9
6N 2E 34 No sites					Solano	Liberty Island 9
6N 2E 35 No sites					Solano	Liberty Island 9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME				DESCRIPTION	ERA	TYPE THM PHRS
6N 2E 36 UNS Maps: 1931 HTPO.				3 BLDS	Solano D	Liberty Island ISL UNK 5
6N 3E Removable span bridge Maps: 1931 HTPO. Note: Crosses Shag Slough to Moore Tract.			Liberty Island	STR	Yolo D	Liberty Island BRG TRN 5
6N 3E No sites			Little Holland		Yolo	Liberty Island 9
6N 3E 07 No sites					Yolo	Liberty Island 9
6N 3E 08 No sites					Yolo	Liberty Island 9
6N 3E 09 No sites					Yolo	Liberty Island 9
6N 3E 16 No sites					Yolo	Liberty Island 9
6N 3E 17 No sites					Yolo	Liberty Island 9
6N 3E 18 No sites					Yolo	Liberty Island 9
6N 3E 19 No sites					Yolo	Liberty Island 9
6N 3E 20 No sites					Yolo	Liberty Island 9
6N 3E 29 No sites					Yolo	Liberty Island 9
6N 3E 30 No sites					Yolo	Liberty Island 9
6N 3E 31 No sites					Yolo	Liberty Island 9
4N 5E No sites				Sanjon De Los M	San Joaquin	Lodi North 9
2N 5E No sites			Atlas Tract		San Joaquin	Lodi South 9
2N 5E No sites			Shima Tract		San Joaquin	Lodi South 9
2N 5E UNS Maps: 1865 GLO.			Wright Tract	2 BLDS	San Joaquin B	Lodi South ISL UNK 5
2N 5E 01 No sites					San Joaquin	Lodi South 9
2N 6E No sites			Shima Tract		San Joaquin	Lodi South 9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE THM	PHRS
2N 6E No sites			Wright Tract		San Joaquin	Lodi South	9
2N 6E 06 UNS Maps: 1865 GLO.				BLD	San Joaquin B	Lodi South ISL UNK	5
2N 6E 16 Five Mile House Maps: 1910 USGS.				BLD	San Joaquin C	Lodi South RDX CML	5
2N 6E 17 No sites					San Joaquin	Lodi South	9
2N 6E 19 Sing Kee Landing Maps: 1986 CHAN. Note: Located east of Fourteen Mile Slough, in an area thoroughly altered by reclamation and urban development.				SIT	San Joaquin C-D	Lodi South LND TRN	8
2N 6E 20 No sites					San Joaquin	Lodi South	9
2N 6E 21 No sites					San Joaquin	Lodi South	9
3N 5E 25 UNS Maps: 1865 GLO.				BLD	San Joaquin B	Lodi South ISL UNK	5
3N 5E 36 No sites					San Joaquin	Lodi South	9
3N 6E 30 UNS Maps: 1865 GLO.				BLD	San Joaquin B	Lodi South ISL UNK	5
3N 6E 31 2 UNS Maps: 1865 GLO.				BLD	San Joaquin B	Lodi South ISL UNK	5
2S 7E 19 4 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Manteca ISL UNK	5
2S 7E 20 6 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Manteca ISL UNK	5
2S 4E 21 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Midway ISL UNK	5
2S 4E 22 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Midway ISL UNK	5
2S 4E 23 No sites					San Joaquin	Midway	9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
2S 4E 26 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Midway ISL	UNK	5	
2S 4E 27 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Midway ISL	UNK	5	
2S 4E 28 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Midway ISL	UNK	5	
1N 4E Naka site Maps: 1913 DLTA. Note: Located on the Middle River opposite its confluence with the Woodward Canal.			Upper Jones Tra	BLD	San Joaquin C	Woodward Island ISL	UNK	5	
3N 2E UNS Maps: 1910 USGS. Note: Structures clustered along the river's edge			Los Ulpinos	3 BLDS	Solano C	Rio Vista ISL	UNK	5	
3N 3E 46 UNS Maps: 1910 USGS; 1931 HTPO. Note: All sites border the Sacramento River except for 3 1910 sites along Tomato Slough and a 1931 site located in the middle of the Rio Vista Gas Field, west of Jackson Slough.			Brannan Island	1-6 BLDS	Sacramento each C-D	Rio Vista ISL	UNK	5	
3N 3E Hodapo site Maps: 1910 USGS; 1913 DLTA.			Brannan Island	BLD	Sacramento C	Rio Vista ISL	UNK	5	
3N 3E J. F. Wilcox site Maps: 1910 USGS; 1913 DLTA; 1931 HTPO.			Brannan Island	BLD	Sacramento C-D	Rio Vista ISL	UNK	5	
3N 3E J. Rose site Maps: 1913 DLTA.			Brannan Island	BLD	Sacramento C	Rio Vista ISL	UNK	5	
3N 3E Kulpers site Maps: 1913 DLTA; 1931 HTPO.			Brannan Island	BLD	Sacramento C-D	Rio Vista ISL	UNK	5	
3N 3E McCords site Maps: 1910 USGS; 1913 DLTA.			Brannan Island	BLD	Sacramento C	Rio Vista ISL	UNK	5	
3N 3E Rio Vista Drawbridge Maps: 1931 HTPO. Refs: River News 923 Note: Spans the Sacramento River, connecting with the town of Rio Vista. Picture in the 1923 River News special edition.			Brannan Island	STR	Sacramento D	Rio Vista BRG TRN		5	
3N 3E Roper site Maps: 1913 DLTA; 1931 HTPO.			Brannan Island	BLD	Sacramento C-D	Rio Vista ISL	UNK	5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
3N 3E UN school Maps: 1911 USGS; 1923 CTY.			Brannan Island BLD	Sacramento C-D	Rio Vista SCH	EDU	5
3N 3E Wooden bridge Maps: 1931 HTPO. Note: Connects Brannan Island with Ida Island, spanning the Sacramento River.			Brannan Island STR	Sacramento D	Rio Vista BRG	TRN	5
3N 3E Zeile site Maps: 1910 USGS; 1913 DLTA; 1931 HTPO.			Brannan Island BLD	Sacramento C-D	Rio Vista ISL	UNK	5
3N 3E UN Wharf Maps: 1931 HTPO.			Long Island STR	Sacramento D	Rio Vista LND	TRN	5
4N 2E Town of Rio Vista Maps: 1872 GLO; 1910, 1978 USGS; 1931 HTPO. Refs: Thompson 1957: 418-20; Gregory 1912: 72; Hunt 1926: 40, 227; Wood Alley 1879: 43, 265-78; Gudde 1969: 269; Hoover 1990: 473; Frickstad 1955: 192; Gregory and Soule 1977: 54; Church 1958; Palmer 1914; Shine 1978; Fraser 1879: 12-13; River News 1923. Note: Founded originally at an adjacent site in 1857 by Col. N. H. Davis with the name Brazos del Rio, the town changed names to Rio Vista in 1860. Wiped out by a flood in 1862, the town was then rebuilt at the present location. Post office since 1858; 6 buildings shown on the 1872 GLO. The 1923 River News special edition contains pictures of Rio Vista Joint Union High School, St. Joseph's Roman Catholic Church, and St. Gertrude's Academy.			Los Ulpinos SIT	Solano B-C-D-	Rio Vista TWN	MXD	3
4N 2E UNS Maps: 1910 USGS. Note: Structures clustered along the river's edge			Los Ulpinos 3 BLDS	Solano C	Rio Vista ISL	UNK	5
4N 2E 02 No sites				Solano	Rio Vista		9
4N 2E 03 3 UNS Maps: 1910 USGS.			BLD	Solano C	Rio Vista ISL	UNK	5
4N 2E 11 UNS Maps: 1910 USGS.			BLD	Solano C	Rio Vista ISL	UNK	5
4N 2E 12 2 UNS Maps: 1919 USGS.			BLD	Solano C	Rio Vista ISL	UNK	5
4N 3E 8 UNS Maps: 1910 USGS; 1931 HTPO.			Grand Island 1-6 BLDS	Sacramento each C-D	Rio Vista ISL	UNK	5
4N 3E Griffin Brothers site Maps: 1931 HTPO.			Grand Island 4 BLDS	Sacramento D	Rio Vista ISL	UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD		
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS
4N 3E McIntyre site Maps: 1913 DLTA.			Grand Island	BLD	Sacramento C	Rio Vista ISL UNK		5
4N 3E Neiri site Maps: 1913 DLTA; 1931 HTPO.			Grand Island	BLD	Sacramento C-D	Rio Vista ISL UNK		5
4N 3E Turner site Maps: 1910 USGS; 1913 DLTA; 1931 HTPO.			Grand Island	BLD	Sacramento C-D	Rio Vista ISL UNK		5
4N 3E 11 UNS Maps: 1872 GLO; 1910 USGS; 1931 HTPO.			Los Ulpinos	1-6 BLDS	Solano each B-C-D	Rio Vista ISL UNK		5
4N 3E Cache Slough site Maps: 1913 DLTA; 1931 HTPO.			Los Ulpinos	4 BLDS	Solano C-D	Rio Vista ISL UNK		5
4N 3E Del Monte site Maps: 1931 HTPO.			Los Ulpinos	8 BLDS	Solano D	Rio Vista CAN AGR		5
4N 3E Hamilton Landing Maps: 1931 HTPO.			Los Ulpinos	SIT	Solano D	Rio Vista LND TRN		5
4N 3E Newtown site Maps: 1910 USGS; 1923 CTY; 1931 HTPO. Refs: Fraser 1873: 41; Fraser 1879: 52; Hunt 1926: 230 Note: Adjacent to the town of Rio Vista, this site shows a scattering of structures but no commercial core. Newtown Landing appears as an illustration in Fraser 1879: 41.			Los Ulpinos	SIT	Solano B-C-D	Rio Vista VLL MXD		5
4N 3E 14 UNS Maps: 1910 USGS; 1931 HTPO.			Ryer Island	1-4 BLDS	Solano C-D	Rio Vista ISL UNK		5
4N 3E Ashley Ferry Maps: 1913 DLTA.			Ryer Island	SIT	Solano C	Rio Vista FRY TRN		5
4N 3E Ross site Maps: 1910 USGS; 1913 DLTA; 1931 HTPO.			Ryer Island	BLD	Solano C-D	Rio Vista ISL UNK		5
4N 3E Ryer Island Ferry Maps: 1910, 1978 USGS; 1931 HTPO.			Ryer Island	SIT	Solano C-D-E	Rio Vista FRY TRN		5
4N 3E UN landing Maps: 1931 HTPO.			Ryer Island	SIT	Solano D	Rio Vista LND TRN		5
5N 2E 3 UNS Maps: 1931 HTPO.			Hastings Tract	1-3 BLDS	Solano each D	Rio Vista ISL UNK		5
5N 2E UN ferry Maps: 1931 HTPO.			Hastings Tract	SIT	Solano D	Rio Vista FRY TRN		5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE THM	PHRS
5N 2E 34 No sites					Solano	Rio Vista	9
5N 2E unsec 7 UNS Maps: 1910 USGS; 1931 HTPO.				1-9 BLDS	Solano each C-D	Rio Vista ISL UNK	5
5N 3E Liberty Island 2 UN camps Maps: 1931 HTPO.				3-6 BLDS	Solano each D	Rio Vista CMP AGR	5
5N 3E Liberty Island Liberty Island Ferry Maps: 1931 HTPO.				SIT	Solano D	Rio Vista FRY TRN	5
5N 3E Liberty Island Small boat landing Maps: 1931 HTPO.				SIT	Solano D	Rio Vista LND TRN	5
5N 3E Prospect Island UNS Maps: 1931 HTPO.				3 BLDS	Solano D	Rio Vista ISL UNK	5
5N 3E Ryer Island 11 UNS Maps: 1910 USGS; 1931 HTPO.				1-5 BLDS	Solano each C-D	Rio Vista ISL UNK	5
5N 3E Ryer Island Powell site Maps: 1913 DLTA.				BLD	Solano C	Rio Vista ISL UNK	5
5N 3E Ryer Island Tuttman #1 site Maps: 1913 DLTA.				BLD	Solano C	Rio Vista ISL UNK	5
5N 3E Ryer Island Tuttman #2 site Maps: 1913 DLTA.				BLD	Solano C	Rio Vista ISL UNK	5
5N 3E unsec 3 UNS Maps: 1931 HTPO.				3-5 BLDS	Solano each D	Rio Vista ISL UNK	5
3S 7E 17 Battle of the Stanislaus Maps: 1978 USGS. Refs: Department of Parks and Recreation 1976: 181; Parks and Recreation Department 1979: 120; Gregory and Soule 1977: 45, 50 Note: Approximate site of the 1829 battle between Mexican a force under Mariano Vallejo and native warriors purportedly led by Estanislao. Designated as California Historical Landmark 214.				SIT	San Joaquin A	Ripon CMM MIL	2
8N 3E unsec No sites					Yolo	Sacramento West	9
8N 4E Camp Union Maps: 1978 USGS. Refs: Department of Parks and Recreation 1979: 93 Note: Army camp of the Civil War era. Designated as California Historical Landmark 666.				SIT	New Helvetia Sacramento B	Sacramento West CMM MIL	2

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
8N 4E unsec Brickyard site Maps: 1913 DLTA. Note: Located alongside the Sacramento River in the area of Clay Bank Bend, now incorporated into the City of Sacramento.			BLD	Sacramento B-C	Sacramento West OTH IND 5	
8N 4E unsec Du Boise Ferry Maps: 1913 DLTA. Refs: Walters 1988: 74 Note: Spans the Sacramento River in the Garcia Bend area, connecting with Riverview on the east bank.			SIT	Sacramento C	Sacramento West FRY TRN 5	
8N 4E unsec Du Boise site Maps: 1913 DLTA. Note: Located alongside the Sacramento River in the Garcia Bend area, now incorporated into the City of Sacramento.			BLD	Sacramento C	Sacramento West ISL UNK 5	
8N 4E unsec Edwards Break site Maps: 1913 DLTA. Note: Located alongside the Sacramento River in the Chickory Bend area, now incorporated into the City of Sacramento.			BLD	Sacramento C	Sacramento West ISL UNK 5	
8N 4E unsec Lovedale site Maps: 1913 DLTA. Refs: Wright 1880: 242 Note: Located alongside the Sacramento River, at the southern boundary of present Miller Park in the City of Sacramento			BLD	Sacramento B-C	Sacramento West ISL UNK 5	
8N 4E unsec Merkeley site Maps: 1913 DLTA. Note: Located alongside the Sacramento River, at the northern boundary of present Miller Park in the City of Sacramento			BLD	Sacramento C	Sacramento West ISL UNK 5	
8N 4E unsec Perran site Maps: 1913 DLTA. Note: Located alongside the Sacramento River in the Oak Hall Bend area, now incorporated into the City of Sacramento.			BLD	Sacramento C	Sacramento West ISL UNK 5	
8N 4E unsec Riverside site Maps: 1913 DLTA. Note: Located alongside the Sacramento River in the Oak Hall Bend area, now incorporated into the City of Sacramento.			BLD	Sacramento C	Sacramento West ISL UNK 5	
8N 4E unsec Sutterville site Maps: 1913 DLTA. Refs: Gudde 1969: 326; Hoover 1990: 291; Department of Parks and Recreation 1976: 161; Department of Parks and Recreation 1979: 90 Note: Located alongside the Sacramento River at Sutterville Bend. Laid out in 1844 by John Bidwell and Lansford Hastings for John Sutter, this town failed to become the emporium its promoters envisioned and vanished with few lots ever having been sold. In 1950 the site was incorporated into the City of Sacramento. A marker stands on Sutterville Road across from the zoo at William Land Park, indicating that the site has been designated as California Historical Landmark 593.			SIT	Sacramento B-C	Sacramento West TWN MXD 2	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME	DESCRIPTION	ERA	TYPE	THM	PHRS	
8N 4E unsec 40 UNS Maps: 1916 USGS; 1931 HTPO.	1-5 BLDS each	Yolo C-D	Sacramento West	ISL UNK	5	
8N 4E unsec Arlington Oaks School Maps: 1916 CTY; 1978 USGS.	BLD	Yolo C-D-E	Sacramento West	SCH EDU	3	
8N 4E unsec Big Barn site Maps: 1913 DLTA. Note: Located alongside the Sacramento River in the area of Clay Bank Bend.	BLD	Yolo C	Sacramento West	ISL UNK	5	
8N 4E unsec Chickory site Maps: 1913 DLTA. Refs: Western Shores Gazeteer 1874: 52-54 Note: Located alongside the Sacramento River in the area of Chickory Bend, opposite the Sutterville site.	BLD	Yolo C-D	Sacramento West	VLL MXD	5	
8N 4E unsec Frank Martin site Maps: 1913 DLTA. Note: Located alongside the Sacramento River north of the Riverview site.	BLD	Yolo C	Sacramento West	ISL UNK	5	
8N 4E unsec Lufkin site Maps: 1913 DLTA. Note: Located alongside the Sacramento River in the area of Oak Hall Bend.	BLD	Yolo C	Sacramento West	ISL UNK	5	
8N 4E unsec McGowen site Maps: 1913 DLTA. Note: Located alongside the Sacramento River, opposite the modern filtration plant in the City of Sacramento.	BLD	Yolo C	Sacramento West	ISL UNK	5	
8N 4E unsec Plum Tree site Maps: 1913 DLTA; 1916 USGS.	SIT	Yolo C	Sacramento West	RRX TRN	5	
8N 4E unsec Riverview Station Maps: 1916, 1980 USGS; 1931 HTPO. Note: Called Glide Landing in 1916 and Riverview Station in 1931. See also the entry for Glide Landing.	SIT	Yolo C-D-E	Sacramento West	RRX TRN	3	
8N 4E unsec Town of West Sacramento Maps: 1916, 1978 GLO. Refs: Frickstad 1955: 221; Larkey and Walters 1987: 97-99; Walters 1987 Note: Post office since 1915. The site included the West Sacramento Catholic Church and the West Sacramento School in 1931.	SIT	Yolo B-C-D-	Sacramento West	CIT MXD	3	
8N 4E unsec Washington site Maps: 1913 DLTA.	BLD	Yolo C	Sacramento West	ISL UNK	5	
9N 3E unsec Kobe site Maps: 1913 DLTA; 1916 USGS.	SIT	Yolo C	Sacramento West	RRX TRN	5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
9N 4E			New Helvetia	Sacramento	Sacramento West	
Old Sacramento Historic District			SIT	B-C-D-	TWN MXD	1
Maps:	1913 DLTA; 1931 HTPO; 1916, 1980 USGS.					
Refs:	Delta Advisory Planning Council 1976: 39-41, 45; Department of Parks and Recreation 1976: 104; Gregory and Soule 1977: 45, 46-47; Department of Parks and Recreation 1979: 89-92; Wright 1880; Willis 1913; Barber and Baker 1950; Lewis Publishing Co. 1890A; McGowan 1961; Reed 1923; Hoover 1990: 293-96					
Note:	Important structures and sites include the Pioneer Telegraph Station; What Cheer House; Adams & Co. building; Lad Adams Building; Big Four building; D. O. Mills building; Sam Brannan House; Eagle Theater; Overton building; Newton Booth building; Orleans Hotel; Western Hotel; Pioneer Mutual Volunteer Firehouse; B. F. Hastings building; first stage and railroad terminals in the region; site of first construction for Central Pacific Railroad. The Old Sacramento Historic District is on the National Register. Sites include the following numbered California Historical Landmarks: 366, 595, 596, 597, 598, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 780, and 812.					
9N 4E			I Street Bridge	STR	Sacramento-Y	Sacramento West
Maps:	1980 USGS.					
Refs:	Office of Historic Preservation 1982					
Note:	Listed on the National Register in 1982.					
9N 4E			Tower Bridge	STR	Sacramento-Y	Sacramento West
Maps:	1980 USGS.					
Refs:	Office of Historic Preservation 1982					
Note:	Listed on the National Register in 1982.					
9N 4E			Broderick Townsite		Yolo	Sacramento West
Town of Washington (Broderick)			SIT	B-C-D-	TWN MXD	1
Maps:	1913 DLTA; 1916, 1980 USGS; 1923 CTY; 1931 HTPO.					
Refs:	Department of Parks and Recreation 1973: 219; Department of Parks and Recreation 1976: 82, 104; Gregory and Soule 1977: 45, 46; Dodds 1959; Hoover 1990: 534-35; Delta Advisory Planning Council 1976: 51-52, B-1 and B-2; Pitti and Casteneda 1979					
Note:	On the west bank of the Sacramento River, opposite the city of Sacramento, the town of Washington platted and promoted in 1849 by Chilean businessmen from Valparaiso, on landXXX-ownby Mrs. Margaret McDowell. Although the Chileans soon abandoned their project, Washington became the seat of government for Yolo County from 1851 to 1857, and again from 1861 to 1862. Subsequently the town was renamed Broderick. Adjacent is the site of the first salmon cannery on the Pacific Coast, operated by William and George Hume and Andrew Hapgood between 1864 and 1866, now commemorated as a National Historic Landmark and listed on the National Register in 1982. The California Steam Navigation Company established its headquarters here in the mid-1850s. According to the Yolo County inventory reported in the Technical Supplement to the Delta Advisory Planning Council's 1976 report, other sites of historic significance include the Russian Orthodox Greek Catholic Church, the Yolo County Courthouse building, and the Yolo Plank Road and Turnpike ("Tule Jake Road").					
9N 4E unsec			Lovdal site	SIT	Yolo	Sacramento West
Maps:	1913 DLTA; 1916 USGS.					

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION		ERA	TYPE	THM	PHRS	
9N	4E	unsec			Yolo		Sacramento	West	
		Mikon site		SIT	C	RRX	TRN	5	
Maps: 1913 DLTA; 1916, 1980 USGS.									
9N	4E	unsec			Yolo		Sacramento	West	
		Town of West Sacramento		SIT	B-C-D-	CIT	MXD	3	
Maps: 1916, 1978 GLO.									
Refs: Frickstad 1955: 221; Larkey and Walters 1987: 97-99; Walters 1987									
Note: Post office since 1915. The site includes the West Sacramento Catholic Church and the West Sacramento School in 1931.									
9N	4E	unsec			Yolo		Sacramento	West	
		Yolo Plank Road and Turnpike		STR	B-C	RDH	TRN	8	
Maps: 1980 USGS.									
Refs: Department of Parks and Recreation 1973: 220; Department of Parks and Recreation 1976: 120; Gregory and Soule 1977: 46									
6N	2E	01			Solano		Saxon		9
No sites									
6N	2E	02			Solano		Saxon		5
		Millar site		SIT	C	RRX	TRN		
Maps: 1916 USGS.									
6N	2E	02			Solano		Saxon		5
		UNS		BLD	C	ISL	UNK		
Maps: 1916 USGS.									
6N	2E	03			Solano		Saxon		9
No sites									
6N	2E	03			Yolo		Saxon		9
No sites									
6N	2E	04			Solano		Saxon		9
No sites									
6N	2E	09			Solano		Saxon		9
No sites									
6N	2E	10			Solano		Saxon		9
No sites									
6N	2E	11			Solano		Saxon		9
No sites									
6N	2E	12			Solano		Saxon		9
No sites									
6N	3E	04			Yolo		Saxon		9
No sites									
6N	3E	04			Yolo		Saxon		9
No sites									
6N	3E	05			Yolo		Saxon		5
		UNS		BLD	C	ISL	UNK		
Maps: 1916 USGS.									
6N	3E	06			Yolo		Saxon		5
		2 UNS		BLD	C	ISL	UNK		
Maps: 1916 USGS.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD		
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS
6N 3E 07 UNS Maps: 1916 USGS.				BLD	Yolo C	Saxon ISL	UNK	5
6N 3E 08 2 UNS Maps: 1916 USGS.				BLD	Yolo C	Saxon ISL	UNK	5
6N 3E 09 No sites					Yolo	Saxon		9
6N 3E 10 No sites					Yolo	Saxon		9
6N 3E unsec No sites					Yolo	Saxon		9
7N 2E 13 No sites					Solano	Saxon		9
7N 2E 23 No sites					Solano	Saxon		9
7N 2E 24 2 UNS Maps: 1916 USGS.				BLD	Solano C	Saxon ISL	UNK	5
7N 2E 25 UNS Maps: 1916 USGS.				3 BLDS	Yolo C	Saxon ISL	UNK	5
7N 2E 35 2 UNS Maps: 1916 USGS.				BLDS	Yolo C	Saxon ISL	UNK	5
7N 2E 36 No sites					Solano	Saxon		9
7N 2E 36 No sites					Yolo	Saxon		9
7N 3E 03 No sites					Yolo	Saxon		9
7N 3E 04 2 UNS Maps: 1916 USGS.				BLD	Yolo C	Saxon ISL	UNK	5
7N 3E 05 3 UNS Maps: 1916 USGS.				BLD	Yolo C	Saxon ISL	UNK	5
7N 3E 05 3 UNS Maps: 1916 USGS.				BLD	Yolo C	Saxon ISL	UNK	5
7N 3E 07 No sites					Yolo	Saxon		9
7N 3E 08 UNS Maps: 1916 USGS.				BLD	Yolo C	Saxon ISL	UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION		ERA	TYPE	THM	PHRS	
7N 3E 09 Glide Ranch site Maps: 1916, 1968 USGS. Refs: Larkey and Walters 1988: 64; Gilbert 1879B: 100			BLD		Yolo	C-D	Saxon FRM	AGR	3
7N 3E 09 Saxon site Maps: 1916, 1968 USGS.			SIT		Yolo	C-D	Saxon RRX	TRN	5
7N 3E 09 UNS Maps: 1916 USGS.			BLD		Yolo	C	Saxon ISL	UNK	5
7N 3E 10 No sites					Yolo		Saxon		9
7N 3E 15 No sites					Yolo		Saxon		9
7N 3E 16 No sites					Yolo		Saxon		9
7N 3E 17 UNS Maps: 1916 USGS.			BLD		Yolo	C	Saxon ISL	UNK	5
7N 3E 18 UNS Maps: 1916 USGS.			BLD		Yolo	C	Saxon ISL	UNK	5
7N 3E 19 No sites					Yolo		Saxon		9
7N 3E 20 UNS Maps: 1916 USGS.			2 BLDS		Yolo	C	Saxon ISL	UNK	5
7N 3E 21 No sites					Yolo		Saxon		9
7N 3E 21 No sites					Yolo		Saxon		9
7N 3E 22 No sites					Yolo		Saxon		9
7N 3E 28 No sites					Yolo		Saxon		9
7N 3E 29 No sites					Yolo		Saxon		9
7N 3E 30 No sites					Yolo		Saxon		9
7N 3E 30 No sites					Yolo		Saxon		9
7N 3E 31 No sites					Yolo		Saxon		9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
7N 3E 32 UNS Maps: 1916 USGS.				BLD	Yolo C	Saxon ISL	UNK	5	
7N 3E 33 No sites					Yolo	Saxon		9	
7N 3E unsec No sites					Yolo	Saxon		9	
8N 3E 33 UNS Maps: 1916 USGS.				BLD	Yolo C	Saxon ISL	UNK	5	
8N 3E 34 UNS Maps: 1916 USGS.				BLD	Yolo C	Saxon ISL	UNK	5	
3S 6E 33 No sites					San Joaquin	Solyo		9	
3S 6E 34 No sites					San Joaquin	Solyo		9	
3S 6E 34 No sites					San Joaquin	Solyo		9	
1N 5E 4 UNS Maps: 1913 USGS; 1931 HTPO.			Roberts Island	BLD	San Joaquin C-D	Stockton West ISL	UNK	5	
1N 5E Wakefield Landing Maps: 1913 DLTA; 1931 HTPO. Refs: Gilbert 1879: map 2			Roberts Island	SIT	San Joaquin C-D	Stockton West LND	TRN	5	
1N 5E 6 UNS Maps: 1913 USGS; 1931 HTPO.			Rough and Ready	BLD	San Joaquin C-D	Stockton West ISL	UNK	5	
1N 5E Green Landing Maps: 1931 HTPO.			Sargent-Barnhar	SIT	San Joaquin D	Stockton West LND	TRN	5	
1N 5E UNS Maps: 1931 HTPO.			Sargent-Barnhar	BLD	San Joaquin D	Stockton West ISL	UNK	5	
1N 5E Rob 11 UNS Maps: 1913 USGS; 1931 HTPO.				1-2 BLDS	San Joaquin each C-D	Stockton West ISL	UNK	5	
1N 6E Charter Way Refs: Department of Parks and Recreation 1976: 75; Gregory and Soule 1977: 48 Note: Reputedly the first improved road in California.			City of Stockton	STR	San Joaquin B-C-D-	Stockton West RDH	TRN	8	
1N 6E College of the Pacific Maps: USGS 19 Refs: Department of Parks and Recreation 1976: 206; Gregory and Soule 1977: 48			City of Stockton	BLD complex	San Joaquin C-D-E	Stockton West SCH	EDU	3	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
1N 6E Lindsey building site			City of Stockton BLD	San Joaquin A	Stockton West RES RUR	2
Refs: Department of Parks and Recreation 1976: 161; Department of Parks and Recreation 1979: 119						
Note: Identified as the first non-Indian building in the Stockton area: a tule hut built by Thomas Lindsey in August of 1844. The site is designated as California Historical Landmark 178.						
1N 6E 35 UNS			Roberts Island 1-5 BLDS	San Joaquin each C-D	Stockton West ISL UNK	5
Maps: 1913 USGS; 1931 HTPO.						
1N 6E Fairchild School			Roberts Island BLD	San Joaquin C-D	Stockton West SCH EDU	3
Maps: 1913 USGS; 1931 HTPO.						
1N 6E Garwood Ferry Bridge			Roberts Island SIT	San Joaquin D	Stockton West BRG TRN	5
Maps: 1931 HTPO.						
Note: Spans the San Joaquin River from Moss Tract to Roberts Island.						
1N 6E Railroad drawbridge			Roberts Island STR	San Joaquin C-D	Stockton West BRG TRN	5
Maps: 1913 USGS; 1931 HTPO.						
Note: On the Atchison, Topeka and Santa Fe line, spans the San Joaquin River between Moss Tract and Roberts Island.						
1N 6E 3 UNS			Rough and Ready BLD	San Joaquin C-D	Stockton West ISL UNK	5
Maps: 1913 USGS; 1931 HTPO.						
1N 6E Crozier Landing			Rough and Ready SIT	San Joaquin C	Stockton West LND TRN	5
Maps: 1913 USGS.						
1N 6E Delfino Landing			Rough and Ready SIT	San Joaquin C	Stockton West LND TRN	5
Maps: 1913 DLTA; 1913 USGS.						
1N 6E Oliver site			Rough and Ready BLD	San Joaquin C	Stockton West ISL UNK	5
Maps: 1913 DLTA.						
Note: Located on the right bank of the San Joaquin River in the area of the modern U.S. Naval Reservation.						
1N 6E Pierce site			Rough and Ready BLD	San Joaquin C	Stockton West ISL UNK	5
Maps: 1913 DLTA.						
Note: Located on the right bank of the San Joaquin River in the area of the modern U.S. Naval Reservation.						
1N 6E Burns Cutoff Bridge			Rough and Ready STR	San Joaquin C	Stockton West BRG TRN	5
Maps: 1913 USGS.						
Note: Spans the Burns Cutoff between Roberts Island and Rough and Ready Island.						
1N 6E UNS			Sargent-Barnhar 3 BLDS	San Joaquin D	Stockton West ISL UNK	5
Maps: 1931 HTPO.						

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS
1N 6E City of Stockton			Stockton	SIT	San Joaquin	Stockton West	
Maps: 1978 USGS.					B-C-D-	CIT MXD	2
Refs: Thompson 1957: 424-25; Delta Advisory Planning Council 1976; Minnick 1986; Gregory and Soule 1977: 45, 48							
Note: Although many riverfront sites were destroyed by a redevelopment and freeway project during the 1960s, the city of Stockton still contains Delta-related historic sites. The following listing appears in the Technical Supplement to the Delta Advisory Planning Council's 1976 report: Home of Benjamin Holt; Hotel Stockton; Newell Home; Old Weber School; First settler's building site on Lindsey Point; County jail site; Weber Family Home; Weber Point; San Joaquin County Courthouse site; Santa Fe Depot; St. John's Episcopal Church and Guild Hall; St. Mary's Church; Sperry Flour Mill Office; Stockton's first drug store; site of Stockton's first high school; Stockton rural cemetery; Superintendent's home; Temple Beth Israel Cemetery. In addition, the Stockton Bryant Hotel/Nippon Hospital structure, built in 1919, was identified as historically significant in the OHP Japanese-American Ethnic Minority Cultural Resources Survey and nominated to the National Register in 1979. Two Stockton sites are designated as California Historical Landmarks: CHL 165: Weber Point; and CHL 178: the First Stockton Building (Lindsey Point).							
1N 6E Weber Point site			Stockton townsite	BLD	San Joaquin	Stockton West	
Maps: 1913 DLTA.					B-C	RES RUR	2
Refs: Spencer 1967: 24-25; Department of Parks and Recreation 1976: 164; Department of Parks and Recreation 1979: 119							
Note: Located on the left bank of the San Joaquin River on land now incorporated in the U.S. Naval Reserve Training Center, this was the site of the home built in 1850 by Charles Weber, founder of Stockton, and occupied until his death in 1881. The site is designated as California Historical Landmark 163.							
1N 6E Weber School			Stockton townsite	BLD	San Joaquin	Stockton West	
Maps: 1976 USGS.					D-E	SCH EDU	1
Refs: Department of Parks and Recreation 1976: 48, 164; Department of Parks and Recreation 1979: 119; Gregory and Soule 1977: 48							
Note: Placed on the National Register in recognition of its architectural qualities.							
1N 6E unsec Boggs site				BLD	San Joaquin	Stockton West	
Maps: 1913 DLTA.					C	ISL UNK	5
Note: Located on the left bank of the San Joaquin River opposite the mouth of Burns Slough; now incorporated in the City of Stockton.							
1N 6E unsec Brandts Ferry				SIT	San Joaquin	Stockton West	
Maps: 1913 DLTA.					C	FRY TRN	5
Note: Spans the San Joaquin River approximately one mile south of its confluence with French Camp Slough							
1N 6E unsec County Bridge				STR	San Joaquin	Stockton West	
Maps: 1913 DLTA.					C	BRG TRN	5
Note: Spans the San Joaquin River below its confluence with French Camp Slough.							

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
1N 6E unsec Linstroms Ferry Maps: 1913 DLTA. Refs: Gilbert 1879: plate 24, pp. cxxxii; clxiv Note: Spans the San Joaquin River approximately one mile south of its confluence with French Camp Slough. Gilbert provides a biographical sketch of Charles Linstrom.			STR		San Joaquin B-C	Stockton West FRY TRN 5
1N 6E unsec Oakland Ranch site Maps: 1913 DLTA. Note: Located on the left bank of the San Joaquin River approximately in the area of modern Louis Park.			BLD		San Joaquin C	Stockton West FRM AGR 5
1N 6E unsec Sargent & Barnhart site Maps: 1913 DLTA. Note: Located on the left bank of the San Joaquin River approximately in the modern Stockton Country Club golf course.			BLD		San Joaquin C	Stockton West ISL UNK 5
1N 6E unsec St. Catherine site Maps: 1913 DLTA. Refs: Gilbert 1879: map 2 Note: Located on the south bank of Burns Slough near its confluence with the San Joaquin River.			BLD		San Joaquin C	Stockton West CHU REL 5
1N 6E unsec Washington site Maps: 1913 DLTA. Note: Located on the left bank of the San Joaquin River approximately in the area of the modern Stockton Country Club golf course.			BLD		San Joaquin C	Stockton West ISL UNK 5
1S 5E Rob No sites					San Joaquin	Stockton West 9
1S 6E Rob 5 UNS Maps: 1913 USGS; 1931 HTPO.			BLD		San Joaquin C-D	Stockton West ISL UNK 5
1S 6E unsec 4 UNS Maps: 1913 USGS; 1931 HTPO.			BLD		San Joaquin C-D	Stockton West ISL UNK 5
2N 6E Elmwood Tract UN camp Maps: 1931 HTPO.			3 BLDS		San Joaquin D	Stockton West CMP AGR 5
2N 6E Elmwood Tract UNS Maps: 1913 USGS.			BLDS		San Joaquin C	Stockton West ISL UNK 5
2N 6E Roberts Island UNS Maps: 1913 USGS.			BLD		San Joaquin C	Stockton West ISL UNK 5
2N 6E Sargent-Barnhart 9 UNS Maps: 1913 USGS; 1931 HTPO.			1-3 BLDS	each	San Joaquin C-D	Stockton West ISL UNK 5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
2N 6E Barnhart Landing Maps: 1913 USGS.			Sargent-Barnhart	SIT	San Joaquin C	Stockton West LND TRN	5
2N 6E unsec 6 UNS Maps: 1913 USGS; 1931 HTPO.				1-3 BLDS	San Joaquin each C-D	Stockton West ISL UNK	5
2N 4E 3 UN camps Maps: 1931 HTPO.			Empire Tract	2-5 BLDS	San Joaquin D	Terminous CMP AGR	5
2N 4E Connection Landing Maps: 1913 DLTA. Note: Located on the San Joaquin River at Ward Cut, opposite Tinsley Island.			Empire Tract	SIT	San Joaquin C	Terminous LND TRN	5
2N 4E Disappointment site Maps: 1913 DLTA. Note: Located on the San Joaquin River at Ward Cut, opposite Tinsley Island, at Camp 10 as marked on the 1931 HTPO map.			Empire Tract	BLD	San Joaquin C	Terminous ISL UNK	5
2N 4E Venice School Maps: 1931 HTPO.			Empire Tract	BLD	San Joaquin D	Terminous SCH EDU	5
2N 4E No sites			Fern Island		San Joaquin	Terminous	9
2N 4E No sites			Headreach Island		San Joaquin	Terminous	9
2N 4E Headreach Landing Maps: 1931 HTPO.			McDonald Island	SIT	San Joaquin D	Terminous LND TRN	5
2N 4E Roberts site Maps: 1913 DLTA. Note: Located on the San Joaquin River at Headreach Cutoff.			McDonald Island	BLD	San Joaquin C	Terminous ISL UNK	5
2N 4E Whiskey Slough Dam Maps: 1913 DLTA.			McDonald Island	STR	San Joaquin C	Terminous DAM WAT	5
2N 4E Harrington site Maps: 1913 DLTA. Note: Located on the San Joaquin River at Ward Cut, on an isolated piece of former Tinsley Island.			Tinsley Island	BLD	San Joaquin C	Terminous ISL UNK	5
2N 4E No sites			Tinsley Island		San Joaquin	Terminous	9
2N 4E No sites			Tule Island		San Joaquin	Terminous	9
2N 4E UN camp Maps: 1931 HTPO.			McDonald Island	2 BLDS	San Joaquin D	Terminous CMP AGR	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE THM	PHRS
2N 4E UNS Maps: 1931 HTPO. Note: Located on Whiskey Slough.			McDonald Island	BLD	San Joaquin D	Terminous ISL UNK	5
2N 5E No sites Note: Also identified as Hartland Tract			Atlas Tract		San Joaquin	Terminous	9
2N 5E 2 UNS Maps: 1910 USGS; 1931 HTPO.			Bishop Tract	1-3 BLDS	San Joaquin each C-D	Terminous ISL UNK	5
2N 5E UN bridge Maps: 1931 HTPO. Note: Spans Bishop Cut on Eight Mile Road, connecting with King Island.			Bishop Tract	STR	San Joaquin D	Terminous BRG TRN	5
2N 5E UN camp Maps: 1931 HTPO.			Bishop Tract	8 BLDS	San Joaquin D	Terminous CMP AGR	5
2N 5E UN landing Maps: 1931 HTPO.			Bishop Tract	SIT	San Joaquin D	Terminous LND TRN	5
2N 5E No sites			Hog Island		San Joaquin	Terminous	9
2N 5E 3 UN camps Maps: 1931 HTPO.			King Island	1-4 BLDS	San Joaquin each D	Terminous CMP AGR	5
2N 5E 3 UNS Maps: 1910 USGS; 1931 HTPO.			King Island	1-2 BLDS	San Joaquin each C-D	Terminous ISL UNK	5
2N 5E UN school Maps: 1931 HTPO.			King Island	BLD	San Joaquin D	Terminous SCH EDU	5
2N 5E 3 UN camps Maps: 1931 HTPO.			McDonald Island	4-7 BLDS	San Joaquin each D	Terminous CMP AGR	5
2N 5E 19 UN camps Maps: 1910 USGS; 1931 HTPO.			Rindge Tract	1-7 BLDS	San Joaquin each C-D	Terminous CMP AGR	5
2N 5E 4 UNS Maps: 1910 USGS; 1931 HTPO.			Rindge Tract	1-3 BLDS	San Joaquin each C-D	Terminous ISL UNK	5
2N 5E Head Reach site Maps: 1913 DLT. Note: Located on the San Joaquin River at Headreach Cutoff, adjacent to the more recent Stockton Deep Water Channel.			Rindge Tract	BLD	San Joaquin C	Terminous ISL UNK	5
2N 5E 2 UN camps Maps: 1931 HTPO.			Shima Tract	2-3 BLDS	San Joaquin each D	Terminous CMP AGR	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
2N 5E No sites			Spud Island		San Joaquin	Terminous	9
2N 5E Sing Lee Landing Maps: 1986 CHAN.			Wright Tract	SIT	San Joaquin C-D	Terminous LND TRN	3
2N 5E UN camp Maps: 1931 HTPO.			Wright Tract	4 BLDS	San Joaquin D	Terminous CMP AGR	5
3N 4E 2 UNS Maps: 1931 HTPO. Note: Located on Little Potato Slough			Bouldin Island	BLD	San Joaquin D	Terminous ISL UNK	5
3N 4E UN camp Maps: 1931 HTPO.			Bouldin Island	BLD	San Joaquin D	Terminous CMP AGR	5
3N 4E No sites			Empire Tract		San Joaquin	Terminous	9
3N 4E No sites			Staten Island		San Joaquin	Terminous	9
3N 4E 8 UNS Maps: 1910 USGS; 1931 HTPO.			Terminous Tract	1-2 BLDS	San Joaquin each C-D	Terminous ISL UNK	5
3N 4E Dam Landing Maps: 1913 DLTA. Note: Located on the right bank of the South Mokelumne River, at the mouth of Islemouth Slough.			Terminous Tract	SIT	San Joaquin C	Terminous LND TRN	5
3N 4E Hong Wah Landing Maps: 1913 DLTA; 1986 CHAN. Note: Located on Potato Slough, adjacent to the site marked as Puccinelli Landing on the 1931 HTPO map.			Terminous Tract	SIT	San Joaquin C-D	Terminous LND TRN	3
3N 4E Paccinelli Landing Maps: 1910 USGS; 1931 HTPO.			Terminous Tract	SIT	San Joaquin C-D	Terminous LND TRN	5
3N 4E Sang Wah Landing Maps: 1913 DLTA; 1986 CHAN. Note: Located on Potato Slough, about one quarter mile south of the Terminous town site marked on the 1910 and 1978 USGS maps.			Terminous Tract	SIT	San Joaquin C-D	Terminous LND TRN	3
3N 4E Town of Terminous Maps: 1910, 1978 USGS. Refs: Frickstad 1955: 163; Gudde 1969: 336 Note: Post office 1895-1918. Town established by John Daugherty.			Terminous Tract	SIT	San Joaquin C-D-E	Terminous TWN MXD	3
3N 4E UN camp Maps: 1910 USGS; 1931 HTPO.			Terminous Tract	BLD	San Joaquin C-D	Terminous CMP AGR	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
3N 4E			Terminous Tract		San Joaquin	Terminous			
Westgate Landing				SIT	C-D	LND	TRN	5	
Maps: 1910 USGS; 1931 HTPO.									
3N 4E			Terminous Tract		San Joaquin	Terminous			
Westgate Landing No. 2				SIT	C-D	LND	TRN	5	
Maps: 1910 USGS; 1931 HTPO.									
3N 5E			Bishop Tract		San Joaquin	Terminous			
4 UNS				1-2 BLDS	each C-D	ISL	UNK	5	
Maps: 1910 USGS; 1931 HTPO.									
3N 5E			Bishop Tract		San Joaquin	Terminous			
Boat house				BLD	D	LND	REC	5	
Maps: 1931 HTPO.									
3N 5E			Bishop Tract		San Joaquin	Terminous			
UN camp				6 BLDS	D	CMP	AGR	5	
Maps: 1931 HTPO.									
3N 5E			Empire Tract		San Joaquin	Terminous			
2 UN camps				2 BLDS each	D	CMP	AGR	5	
Maps: 1931 HTPO.									
3N 5E			Empire Tract		San Joaquin	Terminous			
UNS				BLD	D	ISL	UNK	5	
Maps: 1931 HTPO.									
3N 5E			King Island		San Joaquin	Terminous			
4 UN camps				1-4 BLDS	each D	CMP	AGR	5	
Maps: 1931 HTPO.									
3N 5E			King Island		San Joaquin	Terminous			
4 UNS				1-5 BLDS	each D	ISL	UNK	5	
Maps: 1931 HTPO.									
3N 5E			King Island		San Joaquin	Terminous			
Venice School				BLD	D	SCH	EDU	5	
Maps: 1940 CTY.									
3N 5E			Rio Blanco Tract		San Joaquin	Terminous			
2 UN camps				3 BLDS each	D	CMP	AGR	5	
Maps: 1931 HTPO.									
3N 5E			Rio Blanco Tract		San Joaquin	Terminous			
2 UNS				1-2 BLDS	each D	ISL	UNK	5	
Maps: 1931 HTPO.									
3N 5E			Shin Kee Tract		San Joaquin	Terminous			
2 UNS				4-5 BLDS	each D	ISL	UNK	5	
Maps: 1931 HTPO.									
3N 5E			Terminous Tract		San Joaquin	Terminous			
2 UN camps				2-3 BLDS	each D	CMP	AGR	5	
Maps: 1931 HTPO.									
3N 5E			Terminous Tract		San Joaquin	Terminous			
32 UNS				1-11 BLDS	each C-D	ISL	UNK	5	
Maps: 1910 USGS; 1931 HTPO.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE THM	PHRS
3N 5E Cadoza Landing Maps: 1931 HTPO. Note: Located on the South Fork of the Mokelumne River.			Terminous Tract	SIT	San Joaquin D	Terminous LND TRN	5
3N 5E Correra Landing Maps: 1931 HTPO.			Terminous Tract	SIT	San Joaquin D	Terminous LND TRN	5
3N 5E UN landing Maps: 1931 HTPO.			Terminous Tract	SIT	San Joaquin D	Terminous LND TRN	5
3N 5E 11 No sites					San Joaquin	Terminous	9
3N 4E Barge site Maps: 1913 DLTA. Note: Located on Sycamore Slough			Terminous Tract	BLD	San Joaquin C	Thornton ISL UNK	5
3N 4E Barley site Maps: 1913 DLTA. Note: Located on Sycamore Slough			Terminous Tract	BLD	San Joaquin C	Thornton ISL UNK	5
3N 5E 10 UN sites Maps: 1910 USGS; 1931 HTPO.			Brack Tract	1-2 BLDS	San Joaquin each C-D	Thornton ISL UNK	5
3N 5E 6 UN camps Maps: 1931 HTPO.			Brack Tract	1-4 BLDS	San Joaquin each D	Thornton CMP AGR	5
3N 5E T & O Ranch sites Maps: 1931 HTPO.			Brack Tract	5 BLDS	San Joaquin D	Thornton FRM AGR	5
3N 5E 3 UN camps Maps: 1910 USGS.			Terminous Tract	1-5 BLDS	San Joaquin each C	Thornton CMP AGR	5
3N 5E Reveal Landing Maps: 1910 USGS; 1931 HTPO.			Terminous Tract	SIT	San Joaquin C-D	Thornton LND TRN	5
3N 5E 02 No sites					San Joaquin	Thornton	9
3N 5E 03 UNS Maps: 1910 USGS.				4 BLDS	San Joaquin C	Thornton ISL UNK	5
3N 5E 10 No sites					San Joaquin	Thornton	9
3N 5E 11 No sites					San Joaquin	Thornton	9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
4N 4E Anderson site			Brack Tract	BLD	San Joaquin C	Thornton ISL UNK	5
Maps: 1913 DLTA.							
Note: Located on the left bank of the Mokelumne River, approximately one quarter mile above its confluence with Hog Slough.							
4N 4E Brack site			Brack Tract	BLD	San Joaquin C	Thornton RES RUR	5
Maps: 1913 DLTA.							
Refs: Tinkham 1923: 381							
Note: Located on the right bank of the Mokelumne River, one quarter mile below its confluence with Hog Slough.							
4N 4E Brack's Landing			Brack Tract	SIT	San Joaquin C	Thornton LND TRN	5
Maps: 1913 DLTA.							
Refs: Tinkham 1923: 381; Thompson 1957: 423-24							
Note: Located on the right bank of the Mokelumne River, at its confluence with Hog Slough.							
4N 4E Buell site			Brack Tract	BLD	San Joaquin C	Thornton ISL UNK	5
Maps: 1913 DLTA.							
Note: Located on the left bank of the Mokelumne River, near its confluence with Hog Slough.							
4N 4E Cuchi site			Brack Tract	BLD	San Joaquin C	Thornton ISL UNK	5
Maps: 1913 DLTA.							
Note: Located on the left bank of the Mokelumne River, approximately at its confluence with Beaver Slough, at a site unnamed on the 1931 HTPO map.							
4N 4E Gori site			Brack Tract	BLD	San Joaquin C	Thornton ISL UNK	5
Maps: 1913 DLTA.							
Note: Located on the left bank of the Mokelumne River, approximately one quarter mile below its confluence with Beaver Slough.							
4N 4E Lagerzati site			Brack Tract	BLD	San Joaquin C	Thornton ISL UNK	5
Maps: 1913 DLTA.							
Note: Located on the left bank of the Mokelumne River, approximately one mile above its confluence with Hog Slough.							
4N 4E Lund site			Brack Tract	BLD	San Joaquin C	Thornton ISL UNK	5
Maps: 1913 DLTA.							
Note: Located on the left bank of the Mokelumne River, one quarter mile below its confluence with Hog Slough.							
4N 4E Michaldi site			Brack Tract	BLD	San Joaquin C	Thornton ISL UNK	5
Maps: 1913 DLTA.							
Note: Located on the right bank of the Mokelumne River, approximately one mile above its confluence with Beaver Slough, at a site unnamed on the 1931 HTPO map.							
4N 4E Paderdee site			Brack Tract	BLD	San Joaquin C	Thornton ISL UNK	5
Maps: 1913 DLTA.							
Note: Located on the left bank of the Mokelumne River, approximately one half mile below its confluence with Beaver Slough.							

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
4N 4E Rickie site Maps: 1913 DLTA. Note: Located on the right bank of the Mokelumne River, approximately one half mile above its confluence with Beaver Slough, at a site unnamed on the 1931 HTPO map.			Brack Tract	BLD	San Joaquin C	Thornton ISL UNK	5
4N 5E No sites			Sanjon De Los M		San Joaquin	Thornton	9
4N 5E UNS Maps: 1931 HTPO.			Brack Tract	2 BLDS	San Joaquin D	Thornton ISL UNK	5
4N 5E 3 UN camps Maps: 1931 HTPO.			Canal Ranch	2-5 BLDS each	San Joaquin D	Thornton CMP AGR	5
4N 5E 8 UNS Maps: 1910 USGS; 1931 HTPO.			Canal Ranch	1-6 BLDS each	San Joaquin C-D	Thornton ISL UNK	5
4N 5E 20 UNS Maps: 1910 USGS; 1931 HTPO.			New Hope Tract	1-4 BLDS each	San Joaquin C-D	Thornton ISL UNK	5
4N 5E Fixed bridge Maps: 1931 HTPO. Note: Crossing Beaver Slough, this bridge connects New Hope Aract with Canal Ranch. The bridge has a removable span.			New Hope Tract	STR	San Joaquin D	Thornton BRG TRN	5
4N 5E New Hope Drawbridge Maps: 1931. Note: This bridge crosses the Mokelumne River on Walnut Grove Road, connecting Staten Island with New Hope Tract.			New Hope Tract	STR	San Joaquin D	Thornton BRG TRN	5
4N 5E New Hope Landing Maps: 1910 USGS; 1923 CTY. Refs: Hoover 1990: 357 Note: This site should not be confused with the location of the New Hope agricultural colony, established by 20 Mormon settlers at the site of what later became Stanislaus City, at a site just outside the project area: T3S, R6E, on the El Pescadero (Grimes) grant, a half mile south of the present Stockton River Club. Designated as California Historical Landmark 436.			New Hope Tract	SIT	San Joaquin C	Thornton LND TRN	2
4N 5E New Hope School Maps: 1910 USGS; 1923 CTY.			New Hope Tract	BLD	San Joaquin C	Thornton SCH EDU	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME			DESCRIPTION	ERA	TYPE	THM	PHRS		

4N	5E		New Hope Tract		San Joaquin	Thornton			
Town of Thornton			SIT	C-D-E	TWN	MXD	3		
Maps: 1910, 1978 USGS; 1913 DLTA; 1923 CTY; 1931 HTPO.									
Refs: Thompson 1957: 418; Frickstad 1955: 162, 163; Gudde 1969: 221, 337; Delta Advisory Planning Council 1976: 47, B-8									
Note: Arthur Thornton established his New Hope Ranch at this site about 1855. (But the site should not be confused with the New Hope colony site established by Mormon emigrants on the Stanislaus River in 1846.) A small town developed here, and after the Western Pacific Railroad reached this place (1907), the name became Thornton. A post office called New Hope existed from 1878 to 1909, with the name changed to Thornton in 1909.									

4N	5E		Staten Island		San Joaquin	Thornton			
4 UNS			1-3 BLDS	each	C-D	ISL	UNK	5	
Maps: 1910 USGS; 1931 HTPO.									

4N	5E		Staten Island		San Joaquin	Thornton			
6 UN camps			3-5 BLDS	each	D	CMP	AGR	5	
Maps: 1931 HTPO.									

4N	5E		Terminous		San Joaquin	Thornton			
Gee Fung Landing			SIT		C-D	LND	TRN	3	
Maps: 1986 CHAN.									

4N	5E	11	Taison site		San Joaquin	Thornton			
Maps: 1910 USGS; 1913 DLTA.			SIT		B-C	TWN	MXD	3	
Refs: Frickstad 1955: 162									
Note: Post office, 1883-1889									

4N	5E	15			San Joaquin	Thornton			
UNS			2 BLDS		C	ISL	UNK	5	
Maps: 1910 USGS.									

4N	5E	22	No sites		San Joaquin	Thornton			
									9

4N	5E	23	No sites		San Joaquin	Thornton			
									9

4N	5E	26			San Joaquin	Thornton			
2 UNS			BLD		C	ISL	UNK	5	
Maps: 1910 USGS.									

4N	5E	27			San Joaquin	Thornton			
UNS			BLD		C	ISL	UNK	5	
Maps: 1910 USGS.									

4N	5E	34	No sites		San Joaquin	Thornton			
									9

4N	5E	35			San Joaquin	Thornton			
3 UNS			BLD		C	ISL	UNK	5	
Maps: 1910 USGS.									

5N	5E		Dead Horse Isla		San Joaquin	Thornton			
No sites									9

5N	5E		New Hope Tract		San Joaquin	Thornton			
15 UNS			1-2 BLDS		C-D	ISL	UNK	5	
Maps: 1910 USGS; 1931 HTPO.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
5N 5E unsec No sites					Sacramento	Thornton			9
2S 4E 23 No sites					San Joaquin	Tracy			9
2S 4E 24 2 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK		5
2S 4E 25 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK		5
2S 4E 26 No sites					San Joaquin	Tracy			9
2S 4E 35 No sites					San Joaquin	Tracy			9
2S 4E 36 No sites					San Joaquin	Tracy			9
2S 5E 19 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK		5
2S 5E 20 2 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK		5
2S 5E 20 Town of Tracy Maps: 1916, 1981 USGS. Refs: Frickstad 1955: 163; Gudde 1969: 343 Note: Town established in 1878 on the Southern Pacific Railroad line. Post office since 1878. Also located in section 21.				B-C-D-E SIT	San Joaquin B-C-D-	Tracy TWN	MXD		3
2S 5E 21 Town of Tracy Maps: 1916, 1981 USGS. Refs: Gilbert 1879: 130; Lewis Publishing 1890B: 201; Frickstad 1955: 163; Gudde 1969: 343 Note: Town established in 1878 on the Southern Pacific Railroad line. Post office since 1878. Also located in section 20.				B-C-D-E SIT	San Joaquin B-C-D-	Tracy TWN	MXD		3
2S 5E 22 2 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK		5
2S 5E 23 No sites					San Joaquin	Tracy			9
2S 5E 24 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK		5
2S 5E 25 No sites					San Joaquin	Tracy			9
2S 5E 26 3 UNS Maps: 1916 USGS.				1-2 BLDS	San Joaquin each C	Tracy ISL	UNK		5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
2S	5E	27			San Joaquin	Tracy			
2 UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
2S	5E	28			San Joaquin	Tracy			
2 UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
2S	5E	29			San Joaquin	Tracy			
Oil tanks				6 STRS	C	OTH	IND	8	
Maps: 1916 USGS.									
2S	5E	29			San Joaquin	Tracy			
UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
2S	5E	30			San Joaquin	Tracy			
3 UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
2S	5E	31			San Joaquin	Tracy			
2 UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
2S	5E	31			San Joaquin	Tracy			
Town of Ellis				SIT	B-C	TWN	MXD	3	
Maps: 1916 USGS.									
Refs: Gilbert 1879: 130; Frickstad 1955: 160									
Note: Post office, 1870-1878. Four buildings appear on the 1916 USGS map.									
2S	5E	32			San Joaquin	Tracy			
3 UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
2S	5E	33			San Joaquin	Tracy			
2 UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
2S	5E	34			San Joaquin	Tracy			
UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
2S	5E	35			San Joaquin	Tracy			
Lyoth site				SIT	C-D	TWN	MXD	3	
Maps: 1916 USGS.									
Refs: Frickstad 1955: 161									
Note: Post office, 1912-1938. The 1916 USGS map shows ten buildings.									
2S	5E	35			San Joaquin	Tracy			
No sites								9	
2S	5E	36			San Joaquin	Tracy			
No sites								9	
3S	5E	01			San Joaquin	Tracy			
UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									
3S	5E	02			San Joaquin	Tracy			
3 UNS				BLD	C	ISL	UNK	5	
Maps: 1916 USGS.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
3S 5E 03 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK	5	
3S 5E 04 3 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK	5	
3S 5E 05 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK	5	
3S 5E 07 No sites					San Joaquin	Tracy		9	
3S 5E 08 3 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK	5	
3S 5E 08 Jefferson School Maps: 1916 USGS.				BLD	San Joaquin C	Tracy SCH	EDU	5	
3S 5E 09 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK	5	
3S 5E 10 2 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK	5	
3S 5E 10 Carbona site Maps: 1916 USGS. Refs: Frickstad 1955: 160 Note: A post office existed at this site in 1926 and 1927. The 1916 USGS map shows six buildings.				SIT	San Joaquin C-D	Tracy TWN	MXD	3	
3S 5E 11 UNS Maps: 1916 USGS.				2 BLDS	San Joaquin C	Tracy ISL	UNK	5	
3S 5E 12 UNS Maps: 1916 USGS.				BLD	San Joaquin C	Tracy ISL	UNK	5	
3S 5E 13 No sites					San Joaquin	Tracy		9	
3S 5E 14 No sites					San Joaquin	Tracy		9	
3S 5E 15 No sites					San Joaquin	Tracy		9	
3S 5E 16 No sites					San Joaquin	Tracy		9	
3S 5E 24 No sites					San Joaquin	Tracy		9	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
3S 5E 25 No sites					San Joaquin	Tracy	9
3S 5E 36 No sites					San Joaquin	Tracy	9
1S 5E 8 UNS Maps: 1914 USGS; 1931 HTPO.			Roberts Island	1-2 BLDS	San Joaquin each C-D	Union Island ISL UNK	5
1S 5E Mowry Ferry Bridge Maps: 1931 HTPO.			Roberts Island	STR	San Joaquin D	Union Island BRG TRN	5
1S 5E No sites			Stewart Tract		San Joaquin	Union Island	9
1S 5E Bells Ferry Maps: 1913 DLTA. Note: Spans the Old River, approximately one half mile east of the Naglee School site.			Union Island	SIT	San Joaquin C	Union Island FRY TRN	5
1S 5E Bells site Maps: 1913 DLTA. Note: Located on the Fabian and Bell Canal, approximately one mile west of the mouth of Salmon Slough.			Union Island	BLD	San Joaquin C	Union Island ISL UNK	5
1S 5E Bixler Landing Maps: 1913 DLTA. Note: Located on the Fabian and Bell Canal, approximately at the bridge crossing on modern Tracy Boulevard.			Union Island	SIT	San Joaquin C	Union Island LND TRN	5
1S 5E Holberts Ferry Maps: 1913 DLTA. Note: Spans the Old River, adjacent to the Naglee School site.			Union Island	SIT	San Joaquin C	Union Island FRY TRN	5
1S 5E UN bridge Maps: 1913 DLTA. Note: Connects with Roberts Island across the Middle River, at a point adjacent to modern Willow Glen Road.			Union Island	STR	San Joaquin C	Union Island BRG TRN	5
1S 5E Undine site Maps: 1913 DLTA. Note: Located on Undine Road, adjacent to the 1914 USGS Undine School site.			Union Island	SIT	San Joaquin C	Union Island VLL MXD	5
1S 5E Warehouse site Maps: 1913 DLTA. Note: Located on modern Howard Road, approximately one mile north of the 1914 USGS Undine School site.			Union Island	BLD	San Joaquin C	Union Island ISL UNK	8
2S 4E 10 UNS Maps: 1914 USGS; 1931 HTPO.				El Pescadero (P 1-2 BLDS each	San Joaquin C-D	Union Island ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME				DESCRIPTION	ERA	TYPE	THM PHRS
2S 4E UN house			El Pescadero (P San Joaquin	BLD	C-D	Union Island RES RUR	5
Maps: 1913 DLTA; 1914 USGS; 1931 HTPO.							
Note: Located on the Old River, adjacent to modern Bethany Road.							
2S 4E UN house			El Pescadero (P San Joaquin	BLD	C-D	Union Island RES RUR	5
Maps: 1913 DLTA; 1914 USGS; 1931 HTPO.							
Note: Located on the Old River, adjacent to modern Bethany Road.							
2S 4E 14 UNS		Union Island	1-3 BLDS	San Joaquin	C-D	Union Island ISL UNK	5
Maps: 1914 USGS; 1931 HTPO.							
2S 4E 11 UNS			BLD	San Joaquin	C	Union Island ISL UNK	5
Maps: 1914 USGS.							
2S 4E 13 No sites				San Joaquin		Union Island	9
2S 4E 14 No sites				San Joaquin		Union Island	9
2S 4E 23 No sites				San Joaquin		Union Island	9
2S 4E 24 UNS			BLD	San Joaquin	C	Union Island ISL UNK	5
Maps: 1914 USGS.							
2S 5E 34 UNS			1-7 BLDS each	San Joaquin	C-D	Union Island ISL UNK	5
Maps: 1914 USGS; 1931 HTPO.							
2S 5E Bull ring site			El Pescadero (P San Joaquin	SIT	D	Union Island OTH REC	3
Maps: 1940 CTY.							
2S 5E Holly Sugar Refinery			El Pescadero (P San Joaquin	BLD complex	D	Union Island CAN AGR	5
Maps: 1931 HTPO.							
2S 5E Lammers Ferry			El Pescadero (P San Joaquin	SIT	C	Union Island FRY TRN	3
Maps: 1913 DLTA.							
Refs: Gilbert 1879: cxxxiii, clxiii; Tinkham 1923: 430							
Note: Spans the Old River, adjacent to modern Lammers Road. Gilbert and Tinkham each provide a biographical sketch of Martin Lammer.							
2S 5E Pescadero Colony site			El Pescadero (P San Joaquin	3 BLDS	D	Union Island FRM AGR	3
Maps: 1931 HTPO.							
2S 5E 50 UNS		Union Island	1-2 BLDS each	San Joaquin	C-D	Union Island ISL UNK	5
Maps: 1914 USGS; 1931 HTPO.							
2S 5E Grant Line Bridge		Union Island	STR	San Joaquin	D	Union Island BRG TRN	5
Maps: 1931 HTPO.							
Note: Drawbridge, located on Tracy Boulevard and crossing the Fabian and Bell Canal.							

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	
SITE NAME			DESCRIPTION		ERA	TYPE	THM PHRS
2S 5E Naglee School Maps: 1931 HTPO.			Union Island	BLD	San Joaquin D	Union Island SCH EDU	5
2S 5E Shell Oil Co. site Maps: 1931 HTPO. Note: Located on the Fabian and Bell Canal at the intersection with Tracy Boulevard.			Union Island	BLD	San Joaquin D	Union Island OTH IND	8
2S 5E Undine School Maps: 1914 USGS.			Union Island	BLD	San Joaquin C	Union Island SCH EDU	5
2S 5E 19 No sites					San Joaquin	Union Island	9
2S 5E 20 UNS Maps: 1914 USGS.				BLD	San Joaquin C	Union Island ISL UNK	5
2S 5E 21 Town of Tracy Maps: 1914, 1978 USGS. Refs: Frickstad 1955: 163; Gudde 1969: 343 Note: Town established in 1878 on the Southern Pacific Railroad line. Post office since 1878. Also located in section 20.				SIT	San Joaquin B-C-D-	Union Island TWN MXD	3
2S 5E 22 2 UNS Maps: 1914 USGS.				BLD	San Joaquin C	Union Island ISL UNK	5
2S 5E 23 UNS Maps: 1914 USGS.				BLD	San Joaquin C	Union Island ISL UNK	5
2S 5E 24 No sites					San Joaquin	Union Island	9
2S 5E 24 No sites					San Joaquin	Vernalis	9
2S 5E 25 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
2S 5E 36 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
2S 6E 30 2 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
2S 6E 31 2 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
2S 6E unsec 12 UNS Maps: 1915 USGS.			El Pescadero (G 1-2 BLDS		San Joaquin C	Vernalis ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD	PHRS
SITE NAME				DESCRIPTION	ERA	TYPE THM	
3S 5E 01 No sites					San Joaquin	Vernalis	9
3S 5E 12 UNS Maps: 1915 USGS.				2 BLDS	San Joaquin C	Vernalis ISL UNK	5
3S 5E 13 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
3S 5E 24 No sites					San Joaquin	Vernalis	9
3S 5E 25 No sites					San Joaquin	Vernalis	9
3S 5E 36 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
3S 6E 3 UNS Maps: 1915 USGS.				El Pescadero (G BLD	San Joaquin C	Vernalis ISL UNK	5
3S 6E 05 No sites					San Joaquin	Vernalis	9
3S 6E 06 3 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
3S 6E 07 UNS Maps: 1915 USGS.				2 BLDS	San Joaquin C	Vernalis ISL UNK	5
3S 6E 08 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
3S 6E 17 No sites					San Joaquin	Vernalis	9
3S 6E 18 3 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
3S 6E 19 No sites					San Joaquin	Vernalis	9
3S 6E 20 2 UNS Maps: 1915 USGS.				BLD	San Joaquin C	Vernalis ISL UNK	5
3S 6E 21 No sites					San Joaquin	Vernalis	9
3S 6E 27 No sites					San Joaquin	Vernalis	9
3S 6E 28 No sites					San Joaquin	Vernalis	9

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD			
SITE NAME				DESCRIPTION	ERA	TYPE	THM	PHRS	
3S	6E	29			San Joaquin	Vernalis			
UNS				BLD	C	ISL	UNK	5	
Maps: 1915 USGS.									
3S	6E	30			San Joaquin	Vernalis			
2 UNS				BLD	C	ISL	UNK	5	
Maps: 1915 USGS.									
3S	6E	31			San Joaquin	Vernalis			
No sites								9	
3S	6E	32			San Joaquin	Vernalis			
UNS				BLD	C	ISL	UNK	5	
Maps: 1915 USGS.									
3S	6E	33			San Joaquin	Vernalis			
No sites								9	
3S	6E	34			San Joaquin	Vernalis			
No sites								9	
1N	3E		Orwood Tract		Contra Costa	Woodward Island			
10 UNS				1-9 BLDS	each C-D	ISL	UNK	5	
Maps: 1913 USGS; 1931 HTPO.									
1N	3E		Orwood Tract		Contra Costa	Woodward Island			
5 UN camps				2-3 BLDS	each C-D	CMP	AGR	5	
Maps: 1913 USGS; 1931 HTPO.									
1N	3E		Orwood Tract		Contra Costa	Woodward Island			
Roberts Landing				SIT	C	LND	TRN	5	
Maps: 1913 DLTA.									
Note: Located on Indian Slough approximately two miles west of the Old River.									
1N	3E		Palm Tract		Contra Costa	Woodward Island			
2 UN camps				2 BLDS each	D	CMP	AGR	5	
Maps: 1931 HTPO.									
1N	3E		Palm Tract		Contra Costa	Woodward Island			
Werner site				SIT	C-D	RRX	TRN	5	
Maps: 1913 USGS; 1931 HTPO.									
1N	3E		Veale Tract		Contra Costa	Woodward Island			
UNS				3 BLDS	C-D	ISL	UNK	5	
Maps: 1913 USGS; 1931 HTPO.									
1N	3E		Bacon Island		San Joaquin	Woodward Island			
Days Landing				SIT	C	LND	TRN	5	
Maps: 1913 DLTA.									
Note: Located on the Old River approximately two miles north of Rock Slough.									
1N	3E	03			Contra Costa	Woodward Island			
No sites								9	
1N	3E	03			Contra Costa	Woodward Island			
No sites								9	
1N	3E	10			Contra Costa	Woodward Island			
Dairy farm				4 BLDS	D	FRM	AGR	5	
Maps: 1931 HTPO.									

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
1N 3E 10 UNS Maps: 1931 HTPO.			BLD	Contra Costa D	Woodward Island ISL UNK	5
1N 3E 11 Bixler site Maps: 1913 DLTA; 1913 USGS.			SIT	Contra Costa C	Woodward Island FRM AGR	5
1N 3E 14 3 UNS Maps: 1913 USGS; 1931 HTPO.			BLD	Contra Costa C-D	Woodward Island ISL UNK	5
1N 3E 14 Lift plant Maps: 1931 HTPO.			STR	Contra Costa D	Woodward Island CNL WAT	5
1N 3E 15 Lift plant Maps: 1931 HTPO.			STR	Contra Costa D	Woodward Island CNL WAT	5
1N 3E 22 No sites				Contra Costa	Woodward Island	9
1N 3E 23 2 UNS Maps: 1913 USGS; 1931 HTPO.			BLD	Contra Costa C-D	Woodward Island ISL UNK	5
1N 3E 23 Brentwood Gun Club site Maps: 1931 HTPO.			SIT	Contra Costa D	Woodward Island OTH REC	8
1N 3E 23 Point of Timber Landing Maps: 1978 USGS. Refs: Delta Advisory Planning Council 1976: 44.9; Gregory and Soule 1977: 51; Theodoratus 1980: 123 Note: According to a Contra Costa county inventory published in the Delta Advisory Planning Council's Technical Supplement, this locality was the site of a general store, blacksmith shop, and post office.			SIT	Contra Costa B-C	Woodward Island LND TRN	3
1N 3E 26 2 UNS Maps: 1913 USGS.			BLD	Contra Costa C	Woodward Island ISL UNK	5
1N 3E 27 No sites				Contra Costa	Woodward Island	9
1N 3E 34 H. C. Gallagher house Maps: 1871 CTY.			BLD	Contra Costa B	Woodward Island RES RUR	5
1N 3E 34 Wilkening house Maps: 1871 CTY. Refs: Munro-Frazer 1882: 497, 697-98 Note: Includes a sketch of Henry Wilkening and an entry for the Wilkening Hotel in the town of Byron.			BLD	Contra Costa B	Woodward Island RES RUR	5
1N 3E 35 UNS Maps: 1913 USGS.			BLD	Contra Costa C	Woodward Island ISL UNK	5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME				DESCRIPTION	ERA	TYPE THM PHRS
1N 3E UNS Maps: 1931 HTPO.			Byron Tract	BLD	Contra Costa D	Woodward Island ISL UNK 5
1N 4E 3 UNS Maps: 1913 USGS; 1931 HTPO.			Byron Tract	BLD	Contra Costa C-D	Woodward Island ISL UNK 5
1N 4E 5 UN camps Maps: 1913 USGS; 1931 HTPO.			Byron Tract	1-3 BLDS	Contra Costa each C-D	Woodward Island CMP AGR 5
1N 4E Aski site Maps: 1913 DLTA. Note: Located on the Old River at the mouth of Indian Slough.			Byron Tract	BLD	Contra Costa C	Woodward Island ISL UNK 5
1N 4E 10 UNS Maps: 1913 USGS; 1931 HTPO.			Orwood Tract	1-9 BLDS	Contra Costa C-D	Woodward Island ISL UNK 5
1N 4E 5 UN camps Maps: 1913 USGS; 1931 HTPO.			Orwood Tract	2-4 BLDS	Contra Costa each C-D	Woodward Island CMP AGR 5
1N 4E 4 UN camps Maps: 1913 USGS; 1931 HTPO.			Palm Tract	1-4 BLDS	Contra Costa each C-D	Woodward Island CMP AGR 5
1N 4E 7 UNS Maps: 1913 USGS; 1931 HTPO.			Palm Tract	1-3 BLDS	Contra Costa each C-D	Woodward Island ISL UNK 5
1N 4E Orwood site Maps: 1913 DLTA; 1913, 1978 USGS; 1931 HTPO. Refs: Frickstad 1955: 23 Note: Post office, 1913-1921			Palm Tract	SIT	Contra Costa C-D	Woodward Island RRX TRN 3
1N 4E Wooden bridge Maps: 1931 HTPO.			Palm Tract	STR	Contra Costa D	Woodward Island BRG TRN 5
1N 4E 5 UN camps Maps: 1913 USGS; 1931 HTPO.			Upper Jones Tra	1-3 BLDS	Contra Costa each C-D	Woodward Island CMP AGR 5
1N 4E 6 UNS Maps: 1913 USGS; 1931 HTPO.			Upper Jones Tra	BLD	Contra Costa C-D	Woodward Island ISL UNK 5
1N 4E 10 UN camps Maps: 1913 USGS; 1931 HTPO.			Victoria Island	1-5 BLDS	Contra Costa each C-D	Woodward Island CMP AGR 5
1N 4E 10 UNS Maps: 1913 USGS; 1931 HTPO.			Victoria Island	1-3 BLDS	Contra Costa each C-D	Woodward Island ISL UNK 5
1N 4E 15 UNS Maps: 1913 USGS; 1931 HTPO.			Woodward Island	BLD	Contra Costa C-D	Woodward Island ISL UNK 5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
1N 4E 3 UN camps Maps: 1913 USGS; 1931 HTPO.	Woodward Island	2 BLDS each	Contra Costa C-D	Woodward Island CMP AGR	5	
1N 4E Headquarters Camp Maps: 1913 USGS; 1931 HTPO.	Woodward Island	3 BLDS	Contra Costa C-D	Woodward Island FRM AGR	5	
1N 4E Old River Bridge Maps: 1931 HTPO; 1978 USGS. Refs: Caltrans 1985 Note: Spans the Old River, connecting Victoria Island with Byron Tract. Built in 1915, the Old River Bridge is the oldest unmodified swing bridge in the state. It was determined to be eligible for the National Register in 1985	Victoria Island	STR	Contra Costa C-D-E	Woodward Island BRG TRN	1	
1N 4E 7 UN camps Maps: 1913 USGS; 1931 HTPO.	Bacon Island	1-6 BLDS each	San Joaquin C-D	Woodward Island CMP AGR	5	
1N 4E Bacon Island Road Bridge Maps: 1978 USGS. Refs: Caltrans 1985 Note: Built in 1906, this bridge is the oldest movable highway span in California. It was relocated in 1950 and determined eligible for the National Register in 1985.	Bacon Island/Lo	STR	San Joaquin C-D-E	Woodward Island BRG TRN	1	
1N 4E Town of Moorland Maps: 1913 USGS; 1931 HTPO. Refs: Frickstad 1955: 162; Delta Area Planning Council 1976: B-6 Note: Middle River and Moorland post office is shown at this site on the 1913 USGS map. Post office existed here 1902-1915. See also the entry for the town of Middle River, where a post office was established between 1915 and 1944.	Upper Jones Tract	SIT	San Joaquin C-D	Woodward Island TWN MXD	3	
1N 4E Fay Camp Maps: 1931 HTPO.	Fay Island	4 BLDS	San Joaquin D	Woodward Island CMP AGR	5	
1N 4E 2 UN camps Maps: 1931 HTPO.	Lower Jones Tract	3-6 BLDS each	San Joaquin D	Woodward Island CMP AGR	5	
1N 4E 4 UNS Maps: 1913 USGS; 1931 HTPO.	Lower Jones Tract	2-5 BLDS each	San Joaquin C-D	Woodward Island ISL UNK	5	
1N 4E McCarty site Maps: 1913 DLTA. Note: Located on the Middle River adjacent to the Middle River (Moorland) townsite.	Lower Jones Tract	BLD	San Joaquin C	Woodward Island ISL UNK	5	
1N 4E Middle River Wharf Maps: 1931 HTPO.	Lower Jones Tract	STR	San Joaquin D	Woodward Island LND TRN	5	

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
1N 4E Naka Landing			Lower Jones Tract	SIT	San Joaquin C	Woodward Island LND TRN 5
Maps: 1913 DLTA; 1986 CHAN.						
Note: Located on the Middle River approximately one quarter mile north of the Middle River (Moorland) townsite.						
1N 4E Town of Middle River			Lower Jones Tract	SIT	San Joaquin C-D	Woodward Island TWN MXD 3
Maps: 1913 USGS; 1931 HTP0.						
Refs: Frickstad 1955: 162; Delta Area Planning Council 1976: B-6						
Note: See also the entry for the town of Moorland. Located on the Atchison, Topeka, and Santa Fe Railroad line. Post office at this site, 1915-44.						
1N 4E Ah Pok Landing			Upper Jones Tract	SIT	San Joaquin C	Woodward Island LND TRN 3
Maps: 1913 DLTA; 1986 CHAN.						
1N 4E Cannery site			Upper Jones Tract	BLD	San Joaquin C	Woodward Island CAN AGR 5
Maps: 1913 DLTA.						
Note: Located on the Middle River adjacent to the Middle River (Moorland) townsite.						
1N 4E Green House site			Upper Jones Tract	BLD	San Joaquin C	Woodward Island ISL UNK 5
Maps: 1913 DLTA.						
Note: Located on the Middle River approximately one quarter mile south of the Middle River (Moorland) townsite.						
1N 4E Hop Goon Landing			Upper Jones Tract	SIT	San Joaquin C	Woodward Island LND TRN 3
Maps: 1913 DLTA; 1986 CHAN.						
1N 4E Hutchinsons site			Upper Jones Tract	BLD	San Joaquin C	Woodward Island ISL UNK 5
Maps: 1913 DLTA.						
Note: Located on the Middle River approximately one mile north of Woodward Canal.						
1N 4E Tat On Co. Landing			Upper Jones Tract	SIT	San Joaquin C	Woodward Island LND TRN 3
Maps: 1913 DLTA.						
Note: Located on the Middle River approximately one mile south of the Middle River (Moorland) townsite.						
1N 4E Tat On Co. Landing			Upper Jones Tract	SIT	San Joaquin C	Woodward Island LND TRN 3
Maps: 1913 DLTA; 1986 CHAN.						
1N 4E Mansion House site			Victoria Island	BLD	San Joaquin C-D	Woodward Island RES RUR 3
Maps: 1913 DLTA; 1931 HTP0.						
Note: Designated as Headquarters on the 1913 DLTA map.						
1N 4E Robertsons Camp			Victoria Island	SIT	San Joaquin C	Woodward Island CMP AGR 5
Maps: 1913 DLTA.						
Note: Located on the Middle River approximately one half mile south of Woodward Canal.						

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
1N 4E Woodward site Maps: 1913 USGS; 1931 HTPO. Refs: Frickstad 1955: 24, 163 Note: 4 buildings were at this site in 1913. A post office existed at this site from 1901 until 1913.			Woodward Island	SIT	San Joaquin C-D	Woodward Island VLL MXD 3
1S 3E No sites			Byron Tract		Contra Costa	Woodward Island 9
1S 3E .02 UNS Maps: 1913 USGS.				BLD	Contra Costa C	Woodward Island ISL UNK 5
1S 4E Baba Maps: 1913 DLTA; 1986 CHAN. Note: Located on the Old River approximately three miles south of the mouth of Indian Slough.			Byron Tract	SIT	Contra Costa C	Woodward Island LND TRN 5
1S 4E No sites			Byron Tract		Contra Costa	Woodward Island 9
1S 4E 3 UN camps Maps: 1913 USGS; 1931 HTPO.			Victoria Island	2-3 BLDS	Contra Costa each C-D	Woodward Island CMP AGR 5
1S 4E 3 UN camps Maps: 1913 USGS; 1931 HTPO.			Union Island	1-2 BLDS	San Joaquin each C-D	Woodward Island CMP AGR 5
1S 4E 3 UNS Maps: 1913 USGS; 1931 HTPO.			Union Island	BLD	San Joaquin C-D	Woodward Island ISL UNK 5
2N 3E 3 UN camps Maps: 1913 USGS; 1931 HTPO. Refs: CAI-CCO n.d. Note: Includes one site recorded in the California Archeological Inventory: CA-CCo-585H.			Holland Tract	1-3 BLDS	Contra Costa each C-D	Woodward Island CMP AGR 5
2N 3E 4 UNS Maps: 1913 USGS; 1931 HTPO.			Holland Tract	1-4 BLDS	Contra Costa each C-D	Woodward Island ISL UNK 5
2N 3E 3 UNS Maps: 1913 USGS; 1931 HTPO.			Veale Tract	1-4 BLDS	Contra Costa each C-D	Woodward Island ISL UNK 5
2N 3E UN camp Maps: 1913 USGS; 1931 HTPO.			Veale Tract	BLD	Contra Costa C-D	Woodward Island CMP AGR 5
2N 3E unsec UN camp Maps: 1931 HTPO.				BLD	Contra Costa D	Woodward Island CMP AGR 5
2N 3E unsec UNS Maps: 1931 HTPO.				BLD	Contra Costa D	Woodward Island ISL UNK 5

Tn	Rg	Sec	TRACT	GRANT	COUNTY	QUAD
SITE NAME			DESCRIPTION	ERA	TYPE	THM PHRS
2N 4E 8 UN camps Maps: 1913 USGS; 1931 HTPO. Refs: Maniery 1990 Note: Includes 2 camps identified by Maniery's report and not otherwise shown on historical maps of the area.			Bacon Island		San Joaquin	Woodward Island
			1-4 BLDS	each C-D		CMP AGR 3
2N 4E 3 UN camps Maps: 1931 HTPO.			Mildred Island		San Joaquin	Woodward Island
			3-7 BLDS	D		CMP AGR 5
2N 4E Empire Landing Maps: 1913 USGS.			Mildred Island		San Joaquin	Woodward Island
			SIT	C		LND TRN 5
2N 4E 4 UNS Maps: 1913 USGS; 1931 HTPO.			Bacon Island		San Joaquin	Woodward Island
			1-2 BLDS	each C-D		ISL UNK 5
2N 4E 5 UN camps Maps: 1931 HTPO.			McDonald Island		San Joaquin	Woodward Island
			1-6 BLDS	each D		CMP AGR 5
2N 4E UNS Maps: 1931 HTPO.			McDonald Island		San Joaquin	Woodward Island
			4 BLDS	D		ISL UNK 5